

Session P6

WORKING COPY FOR
CANVASSING PURPOSES ONLY

OFFICIAL PLAN AMENDMENT

AND

SECONDARY PLAN

CORNELL

July 1994

19-CP-0016-020



Marketing

OFFICIAL PLAN

of the

TOWN OF MARKHAM PLANNING AREA

AMENDMENT NO. 20

to the Official Plan (Revised 1987) as amended

CORNELL

To Amend the Official Plan (Revised 1987) as amended, to establish a new Planning District and to adopt and incorporate into the Official Plan a Secondary Plan (PD 29-1).

July, 1994

OFFICIAL PLAN
of the
MARKHAM PLANNING AREA
AMENDMENT NO. 20

This Official Plan Amendment was adopted by the Corporation of the Town of Markham by By-law Number 153-94 in accordance with Sections 17 and 21 of the Planning Act, 1990 on the 26th day of July 1994.



Acting Mayor



Clerk

THE CORPORATION OF THE TOWN OF MARKHAM
BY-LAW NO. 153-94

Being a by-law to adopt Amendment No. 20 to the
Official Plan (Revised 1987) as amended,
which also incorporates Secondary Plan (PD 29-1).

THE COUNCIL OF THE CORPORATION OF THE TOWN OF MARKHAM, IN
ACCORDANCE WITH THE PROVISIONS OF SECTIONS 17 AND 21 OF THE
PLANNING ACT, R.S.O.1990 HEREBY ENACTS AS FOLLOWS:

1. THAT Amendment No. 20 to the Official Plan (Revised 1987) as amended, of the
Markham Planning Area, attached hereto, is hereby adopted.
2. THAT this by-law shall come into force and take effect on the date of the final
passing thereof.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS 26TH DAY OF
JULY, 1994.



BOB PANIZZA, TOWN CLERK



FRED COX, ACTING MAYOR

I, Bob Panizza, Town Clerk of the Corporation of the
Town of Markham, do hereby certify that the above is a
true copy of By-law Number 153-94 passed by the Council
of the Corporation of the Town of Markham on the 26th day
of July, 1994.

DATED at the Town of Markham this 2nd day of August, 1994.


Bob Panizza
Town Clerk

TABLE OF CONTENTS

	<u>Page</u>
PART I - BACKGROUND	6
PART II - THE OFFICIAL PLAN AMENDMENT	13
PART III - THE SECONDARY PLAN	16

**THE OFFICIAL PLAN OF THE TOWN OF MARKHAM
THE CORNELL PLANNING DISTRICT**

- Part I: BACKGROUND provides a summary description of the development proposal and the document and does not constitute an operative part of the Official Plan Amendment.
- Part II: THE AMENDMENT, including Schedules 'A', 'B', 'C', 'D' and 'E' attached thereto, indicates specific amendments to the Official Plan being effected by Official Plan Amendment No. 20 and is an operative part of the Official Plan Amendment.
- Part III: THE SECONDARY PLAN, including Schedules 'AA', 'BB', and 'CC' attached thereto constitutes the Secondary Plan (PD 29-1) for the Cornell Planning District (Planning District No. 29). Part III is also an operative part of the Official Plan Amendment.

PART I - BACKGROUND

1.0 GENERAL

PART I - The INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.

PART II - THE OFFICIAL PLAN AMENDMENT, including Schedules 'A' - Land Use, 'B' - Planning Districts and Community Improvement Areas, 'C' - Transportation, 'D' - Urban Service Area and 'E' - Site Plan Control, attached thereto, indicates specific amendments to the Official Plan being effected by Official Plan Amendment No. 20 and is an operative part of this Official Plan Amendment.

PART III - THE SECONDARY PLAN, and Schedules 'AA' - Land Use Plan, 'BB' - Community Structure Plan, and 'CC' - Transportation Plan, attached thereto, constitute the Secondary Plan for the Cornell Community. Part III is also an operative part of this Official Plan Amendment.

The APPENDICES are included for information purposes only and are not an operative part of this Official Plan Amendment. They include Appendix 1 (Function and Classification of Transportation Facilities), Appendix 2 (Housing Mix), Appendix 3 (Heritage Buildings) and Appendix 4 (Master Plan).

2.0 PURPOSE

The purpose of this Amendment is to establish a Secondary Plan for the Cornell Planning District in accordance with Section 9 of the Town of Markham Official Plan (Revised 1987) as amended, and to incorporate the provisions of the Master Plan prepared for the Cornell Community. The Amendment also deletes the subject area, as shown on Schedule 'A' to this Amendment, from the Future Urban Area and re-designates it from Agriculture 1, Agriculture 3, and Hazard Lands to the land use designations shown on Schedule 'A'. In addition, amendments to Schedules 'B', 'C', 'D' and 'G' of the Official Plan (Revised 1987) as amended, reflect other policies and requirements affecting the Amendment area.

3.0 LOCATION

This Amendment applies to the lands known as the Cornell Community in the east portion of the Town of Markham. The site is bounded by the current 9th Line right-of-way on the west, the centre line of the channel of the Little Rouge Creek on the north and east (less that portion of the hamlet of Locust Hill west of the Little Rouge Creek), plus those portions of the west half of Lots 18 and 19, Concession 9 north of the Creek, and the northern limit of the future Highway 407 right-of-way on the south. The total Amendment area is approximately 973 hectares in size with urban development being proposed on approximately 625 hectares of that area.

4.0 EXISTING LAND USE

The major portion of the site is used for agriculture. The existing uses in the subject area also include a number of residential uses on private land holdings, the Markham-Stouffville Hospital campus, located north of Highway 7 on the east side of 9th Line, and the Bestview Nursing Home on the north side of Highway 7, east of 9th Line.

5.0 BASIS FOR THE AMENDMENT

5.1 BACKGROUND

The area covered by this Amendment is presently in the "Future Urban Area", identified in the Official Plan (Revised 1987) as amended, and is designated as Agriculture "1" and "3", as well as Hazard Lands along the Little Rouge Creek and some smaller watercourses. Specific policies recognize the principal ownership of the majority of the lands by the Province of Ontario and the role of Provincial policies in determining their ultimate use.

In 1989, the Province of Ontario entered into an agreement with the Town of Markham to facilitate planning for the Cornell Community. The intent was to jointly plan a community which would reflect a range of provincial and municipal policy objectives, such as the promotion of a compact urban form and the provision of a range of housing types, including affordable housing. The Town of Markham agreed to an initiative in which the Town hired the consultant to prepare plans for the area. The work was to be jointly directed and the Province was to pay the costs.

The firm of Andres Duany and Elizabeth Plater-Zyberk Architects Inc. was ultimately hired to lead the public preparation of a " Master Plan" for the Cornell Community.

The planning process involved a number of consultation charrettes and culminated in the development of the plan with urban, architectural and landscaping regulations, based on an approach to community development termed 'New Urbanism'¹. The Master Plan (Appendix 4) provides the foundation for the Cornell Secondary Plan.

5.2 POLICY CONTEXT

Provincial, Regional and municipal policies and related initiatives have provided the impetus to the form of development being proposed for the Cornell Community.

5.2.1 Provincial Policies

A number of recent Provincial policy initiatives are reflected in the Master Plan. These include:

- The Growth and Settlement Guidelines, September, 1992, identify principles of development, such as compact urban form, mixing of land uses, and urban design that facilitates pedestrian movement.
- The Provincial Policy Statement on Land Use Planning for Housing, July 1989, calls for a range and mix of housing types (including opportunities for affordable housing), residential intensification and the designation of at least a 10 year supply of residential land at all times.
- "GTA 2021 - The Challenge of Our Future", March 1992, espouses the principles of compact living environments, decentralizing employment throughout the Greater Toronto Area, housing on main streets and a wide variety of open spaces.
- The Rouge Park Management Plan, May 1994, identifies the Rouge Park extending north through Markham along the major tributaries, including a 600 m corridor adjacent to the Little Rouge Creek on Provincially owned lands.

In addition, a number of specific Provincial decisions provide direct support for the development of the Cornell Community including Provincial commitment to allocation of sewage capacity to the Community, and a Cabinet decision to complete the construction of Highway 407 east to Highway 48 on an advanced schedule. "GTA 2021 - The Challenge of Our Future" promotes the ecosystem approach to managing growth in the Greater Toronto Area including concentrating growth in urban nodes.

The nodes are identified as including emerging centres in the extreme south of the Region

¹ "New Urbanism" refers to an approach to community development which will achieve a built environment that is diverse in use and population, scaled for the pedestrian, and capable of accommodating the automobile and mass transit. The built environment must have a well defined public realm supported by an architecture reflecting the ecology and culture of the surrounding region.

of York along the Highway 7 transportation corridor, such as the Cornell Community.

Finally, the Office for the Greater Toronto Area recently published the report *The Outlook for Population and Employment in the GTA* (August 1993), which contains updated population forecasts for the Greater Toronto Area.

The conclusions and the demographic forecasts in the report afford general support for the need to provide opportunities for further residential and employment-related development in the Town of Markham.

5.2.2 Regional Policies

The Regional Official Plan incorporates the subject lands into the urban area of Markham. It also identifies a number of planning objectives and policies which are reflected in the Master Plan, including:

- promoting an integrated community structure and design comprising a range and mix of housing forms, tenures and sizes;
- developing diverse self sufficient communities which are economically vibrant, pedestrian-oriented and accessible; and,
- achieving higher transit usage through convenient access and appropriate urban design.

5.2.3 Municipal Policies

Amendment No. 5 to the Official Plan (Revised 1987) as amended, provides the basis for the planning initiatives in the new growth areas of the Town including the Cornell Community. The document reflects the results of two studies undertaken by the Town of Markham: the Municipal Housing Statement Study and the Urban Area Expansion Study.

With respect to the implementation of the Municipal Housing Statement, Official Plan Amendment No. 5 introduces detailed goals, objectives and policies relative to housing including housing targets for future development.

Official Plan Amendment No. 5 also establishes detailed goals, objectives and policies for the Future Urban Area, which includes the Cornell Community. These include balancing projected urban growth with protection and enhancement of the natural environment, the agricultural community and heritage resources of the Town; the promotion of a more compact urban form; and ensuring a range and mix of housing.

The goals, objectives and policies of Official Plan Amendment No. 5 are closely reflected in the Cornell Master Plan.

5.3 DEMOGRAPHIC CONTEXT

Updated population projections (reflected in Amendment No. 5) propose a total 2011 population for the Town of Markham of 260,000, which includes an anticipated Cornell Community population in the order of 27,000. The projected number of households accommodated in the Cornell Community would be a maximum of 10,000.

The Master Plan is able to accommodate this level of development.

5.4 SUPPORTIVE FUNCTIONAL BASIS

5.4.1 Transportation

The Markham Transportation Planning Study (MTPS) was completed in June 1994. This Study addressed Town-wide transportation issues, including the integration of the required transportation facilities for the Future Urban Area with the existing and proposed transportation facilities for the Town as a whole. The Study findings and recommendations will be reflected in the detailed planning for the Cornell Community.

A detailed Internal Transportation Study has also been prepared for the Cornell Community. The Study includes an assessment of parking, pedestrian and cycling movement, traffic and public transit. It concludes that the proposed internal road network should be adequate to address the access and traffic carrying requirements of the community. It also indicates that a transit supportive community can be created in this area.

A Traffic Impact Assessment will be completed to the satisfaction of the Town prior to any development approvals, and will identify all functional and design requirements for the transportation system serving the community.

5.4.2. Servicing

A Master Servicing Study has been completed by the Town of Markham for most of the Future Urban Area including the Cornell Community. This Study outlines a co-ordinated strategy for the provision of sanitary and water supply facilities. The work identifies options for the extension of the York Region water system and the York-Durham Sanitary System to accommodate the Cornell Secondary Plan within a Town-wide servicing strategy.

A Stormwater and Environmental Management Strategy for the Cornell Community has been completed. The report reviews the storm drainage impacts of the Community and establishes runoff control strategies to meet both quality and quantity control concerns.

Finally, a study of Municipal Infrastructure Servicing Standards in the Community has been completed and will provide input to the Traffic Impact Assessment and other required studies.

5.4.3. Natural Environment

The Town of Markham completed a Natural Features Study in March, 1993. A linked greenway system was proposed to improve Markham's environment by protecting and enhancing natural features.

The following summarizes that Report's applicable recommendations:

- the north and east boundary of the Cornell Community is identified as a natural corridor with degraded areas in need of restoration;
- the entire area north of the Future Markham By-Pass is identified as an "upland forest creation", noted as the Forks of the Little Rouge Forest. This is provided for in the Master Plan's minimum 300 metre buffer along the Little Rouge Creek;
- the area's woodlots are identified as "natural communities" for which the Natural Features Study recommends physical and legal protection within municipal planning policy. These woodlots are protected within the Master Plan's open spaces; and,
- the site includes agricultural drainage ditches and hedgerows which are identified for natural regeneration or as opportunities for landscape restoration to create vegetative buffers for water quality improvement and riparian habitat. The Master Plan protects the key watercourses and provides for a major naturalized stormwater system adjacent to Highway 407.

These recommendations are generally consistent with the Stormwater and Environmental Management Strategy and are reflected in the Master Plan.

5.4.4 Heritage Considerations

A number of studies have identified heritage issues which must be taken into account with respect to the Cornell Community. These studies include the Markham Inventory of Heritage Buildings which identifies 22 heritage buildings within the plan area (Appendix 3), the Phase I Archaeological Master Plan for the Town of Markham, and the Heritage Building Evaluation Process and associated policies adopted by Council in November, 1991.

5.5 THE MASTER PLAN FOR THE CORNELL COMMUNITY

The Master Plan (Appendix 4) was prepared under the direction of Andres Duany and Elizabeth Playter-Zyberk Architects Inc. and forms the basis for the Secondary Plan comprising Part III. Its elemental basis is that living areas should be cohesive and comprehensible to their residents (see Schedule 'BB' of the Secondary Plan).

The neighbourhood is the fundamental structural element of Cornell. Districts and corridors are the other structural elements of the Community. Neighbourhoods are self-contained, urbanized areas with a mix of uses and activity. Districts are specialized areas dominated by primary functions. Corridors provide linkage and help to define patterns of activity at the boundaries of some neighbourhoods and districts.

The focal point of the Community is the Central Core and the Central Corridor. Uses in the Central Core will serve all the residents of the Community, as well as having a regional function. The Central Corridor is comprised of a mix of uses including higher density residential development, and forms the "main street" of the Community.

The Master Plan protects existing natural features and defines potential greenlands corridors. The largest of these internal to the developed area is an east-west corridor comprising several proposed park and school sites. Other natural features such as watercourses, woodlots and hedgerows have been incorporated into open spaces.

The integration of existing heritage buildings within the new development is provided for. The Secondary Plan also recognizes the importance of further archaeological assessment.

Development within the community is intended to be guided by a detailed series of regulations which aim to create a humane, diverse and sympathetic environment in the design of the public and private domains - the built form and the space between.

PART II - OFFICIAL PLAN AMENDMENT

(This is an operative part of Official Plan Amendment No. 20)

1.0 THE AMENDMENT

1.1 The following text and Schedules 'A', 'B', 'C', 'D' and 'E' attached hereto constitute Amendment No. 20 to the Town of Markham Official Plan (Revised 1987) as amended.

1.2 Section 4 - PLANNING DISTRICTS of the Official Plan (Revised 1987) as amended, is hereby further amended as follows:

1.2.1 By adding the following statement to Section 4.1.2:

"No. 29 Cornell Planning District"

1.2.2 By adding a new Section 4.3.29 as follows:

"4.3.29 Cornell Planning District

(Planning District No. 29)

4.3.29.1 General Policies

- a) A Secondary Plan shall be prepared and adopted as an amendment to the Official Plan for the Cornell Planning District. This Secondary Plan shall provide for the development of a new residential community comprised of a range of complementary and supporting land uses including uses generating employment. Objectives and principles for the development in the community shall be established in the Secondary Plan.
- b) The southern boundary of the Cornell Planning District (No. 29) shall correspond to the northern limit of the ultimate confirmed right-of-way for Highway 407 including its principal interchange requirements. The boundary of the Planning District as shown on schedules to the Official Plan may be adjusted to reflect this limit without further amendment to the Official Plan once the final right-of-way has been confirmed.
- c) The northern and eastern limit of the developed urban area, and the boundary of the Urban Service Area as defined on Schedule 'D' - Urban Service Area of the Official Plan are to correspond to the southern and western limits of the ultimate confirmed right-of-way of the Future Markham By-Pass and the "Planned Link", identified on Schedule 'C' - Transportation.

A Route Feasibility Assessment Study to determine the route of the Future Markham By-Pass, north from Highway 7 to Highway 48, will be

completed to the satisfaction of the Town, in consultation with concerned agencies. The route of the Future Markham By-Pass south of Highway 7 will be determined as part of an Environmental Assessment Study.

The boundary of the Urban Service Area, as shown on Schedule 'D', may therefore be adjusted to correspond to the ultimate route of the Future Markham By-Pass, as confirmed through the aforementioned studies, without further amendment to the Official Plan.

- d) Notwithstanding the provisions of Section 5 - Transportation, specific provisions may be established in the Secondary Plan for this Planning District, to further define the classification, function and design requirements for roads and other components of the transportation system.
- e) Notwithstanding the provisions of Section 3.3 - Urban Residential, lands to be used for open space purposes shall be permitted under the Urban Residential designation, provided they are included as categories of an open space designation in the required Secondary Plan.
- f) Notwithstanding the Commercial designation of certain lands adjacent to Highway 7, and the provisions of Section 3.4 - Commercial, the permitted land uses shall be in accordance with the detailed land use designations and related provisions established for these lands in the Cornell Secondary Plan.

1.3 Section 9 - SECONDARY PLANS, of the Official Plan (Revised 1987) as amended, is hereby further amended by adding a new Section 9.2.13 as follows:

"9.2.13 Secondary Plan PD 29-1 for the Cornell. Planning District"

1.4 Schedule 'A' - Land Use, of the Official Plan (Revised 1987) as amended, is hereby further amended to delete the subject lands from the Future Urban Area and to redesignate them as shown on Schedule 'A' to this Amendment.

1.5 Schedule 'B' - Planning Districts and Community Improvement Areas, of the Official Plan (Revised 1987) as amended, is hereby further amended as shown on Schedule 'B' to this Amendment to:

- a) delete the subject lands from the 'Future Urban Area';
- b) delete portions of the subject lands from Planning District No. 1 and Planning District No. 22;

- c) incorporate the subject lands into a new Planning District, being Planning District No. 29;
- d) amend the designated area of the Minister's Order (Airport) to delete that portion of the subject lands in Lots 15 to 19 inclusive, Concession 9 in anticipation of approval by the Ministry of Municipal Affairs of an amendment to delete the subject lands from the designated area of the Order; and,
- e) add the following name to the list of Planning Districts shown on Schedule 'B':
 "No. 29 Cornell Planning District".

1.6 Schedule 'C' - Transportation, of the Official Plan (Revised 1987) as amended, is hereby further amended to delete the subject lands from the Future Urban Area, to designate major roads and to revise certain road designations as shown on Schedule 'C' to this Amendment.

1.7 Schedule 'D' - Urban Service Area, of the Official Plan (Revised 1987) as amended, is hereby further amended by deleting the subject lands from the Future Urban Service Area and incorporating them into the Urban Service Area as shown on Schedule 'D' to this Amendment.

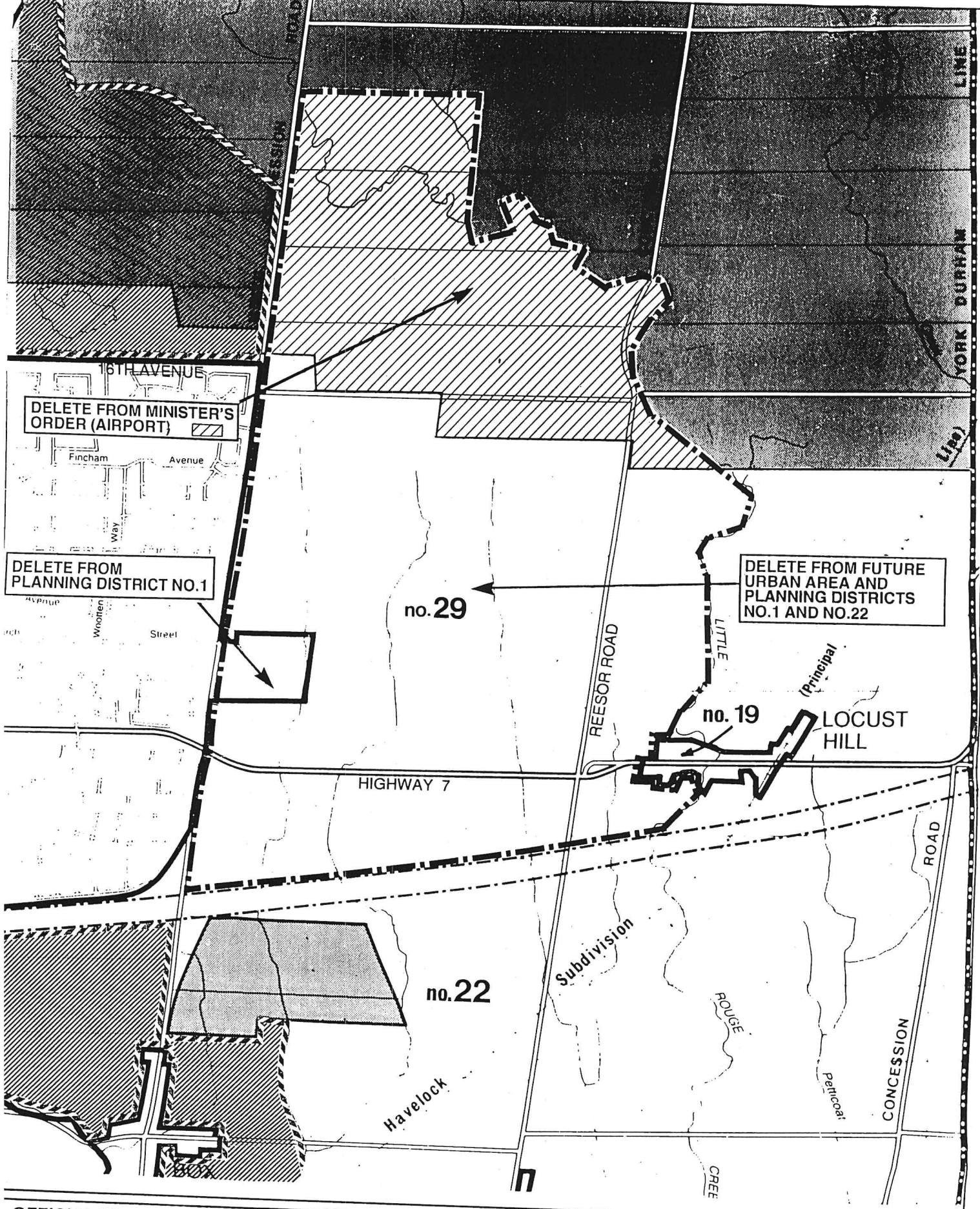
1.8 Schedule 'G' - Site Plan Control, of the Official Plan (Revised 1987) as amended, is hereby further amended to identify certain road right-of-way requirements as shown on Schedule 'E' to this Amendment.

2.0 IMPLEMENTATION

The provisions of the Official Plan, as amended from time to time, regarding the implementation of that Plan, shall apply to this Amendment.

3.0 INTERPRETATION

The provisions of the Official Plan, as amended from time to time, regarding the interpretation of that Plan, shall apply to this Amendment.



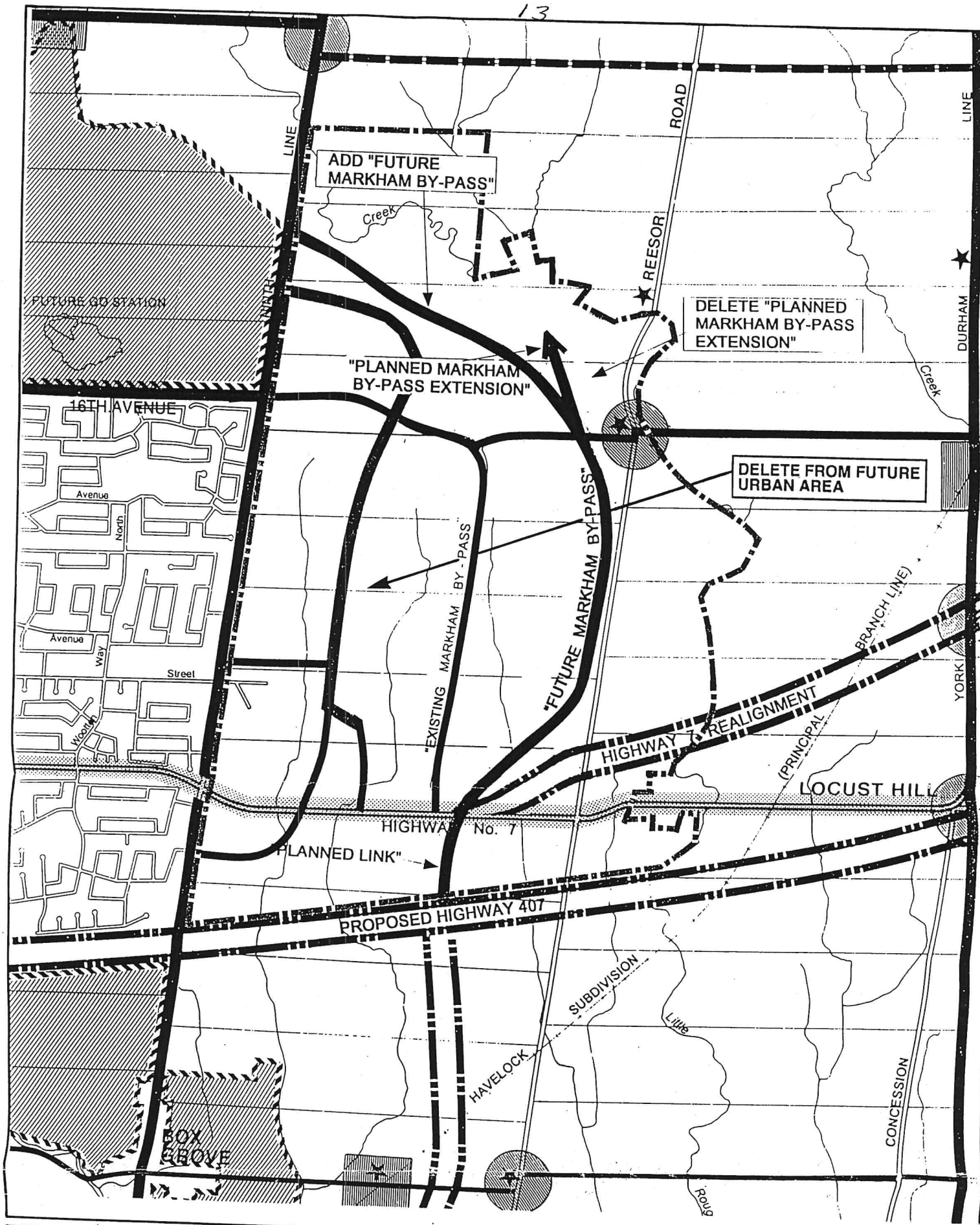
OFFICIAL PLAN AMENDMENT NO. SCHEDULE "B"- PLANNING DISTRICTS AND COMMUNITY IMPROVEMENT AREAS to the Official Plan of the Markham Planning Area (Revised 1987) As Amended

EXCERPT FROM OFFICIAL PLAN OF THE TOWN OF MARKHAM PLANNING AREA (REVISED 1987) AS AMENDED
Schedule B-Planning Districts and Community Improvement Areas

- no.22 PLANNING DISTRICT BOUNDARY
- LANDS UNDER MINISTER'S ORDER (AIRPORT)
- FUTURE URBAN AREA
- BOUNDARY OF AMENDMENT

ADD TO LEGEND OF SCHEDULE B NO.29 CORNELL PLANNING DISTRICT





OFFICIAL PLAN AMENDMENT NO. SCHEDULE "C"- TRANSPORTATION
to the Official Plan of the Markham Planning Area
(Revised 1987) As Amended

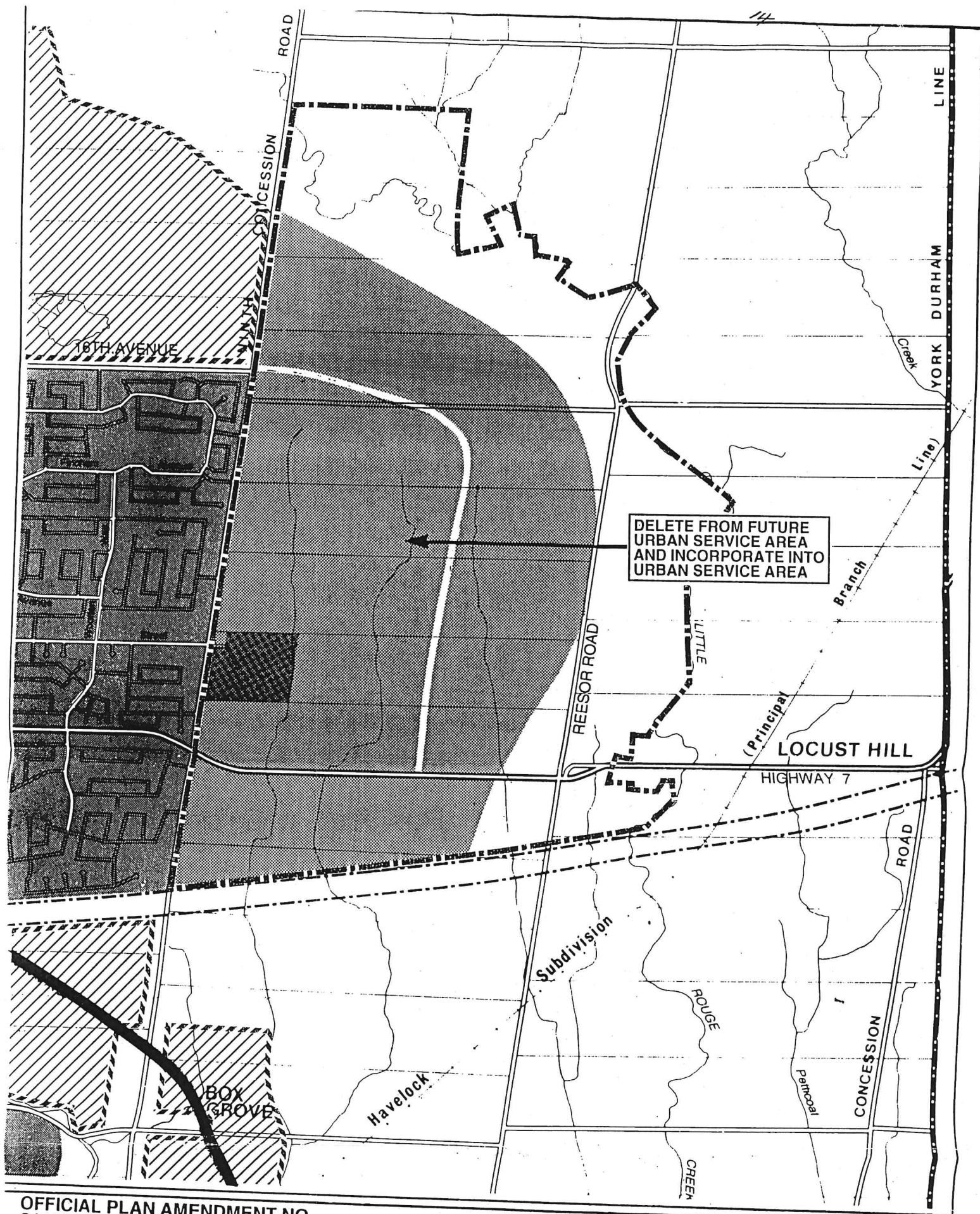
EXCERPT FROM OFFICIAL PLAN
OF THE TOWN OF MARKHAM
PLANNING AREA (REVISED 1987)
AS AMENDED
Schedule C-Transportation

- PROVINCIAL HIGHWAY
- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- MAJOR COLLECTOR ROAD
- POSSIBLE LOCATION OF FUTURE PROPOSED PROVINCIAL HIGHWAY

- INTERSECTION IMPROVEMENT
- RAILWAY CROSSING IMPROVEMENT
- FUTURE URBAN AREA

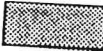
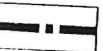
★ MODIFICATION
MINISTER OF MUNICIPAL AFFAIRS
LETTER OF APPROVAL APRIL 5, 1993
AND LETTER OF FURTHER CLARIFICATION
JUNE 23, 1993, JULY 15, 1993
JULY 30, 1993 AND AUGUST 6, 1993

BOUNDARY OF AMENDMENT

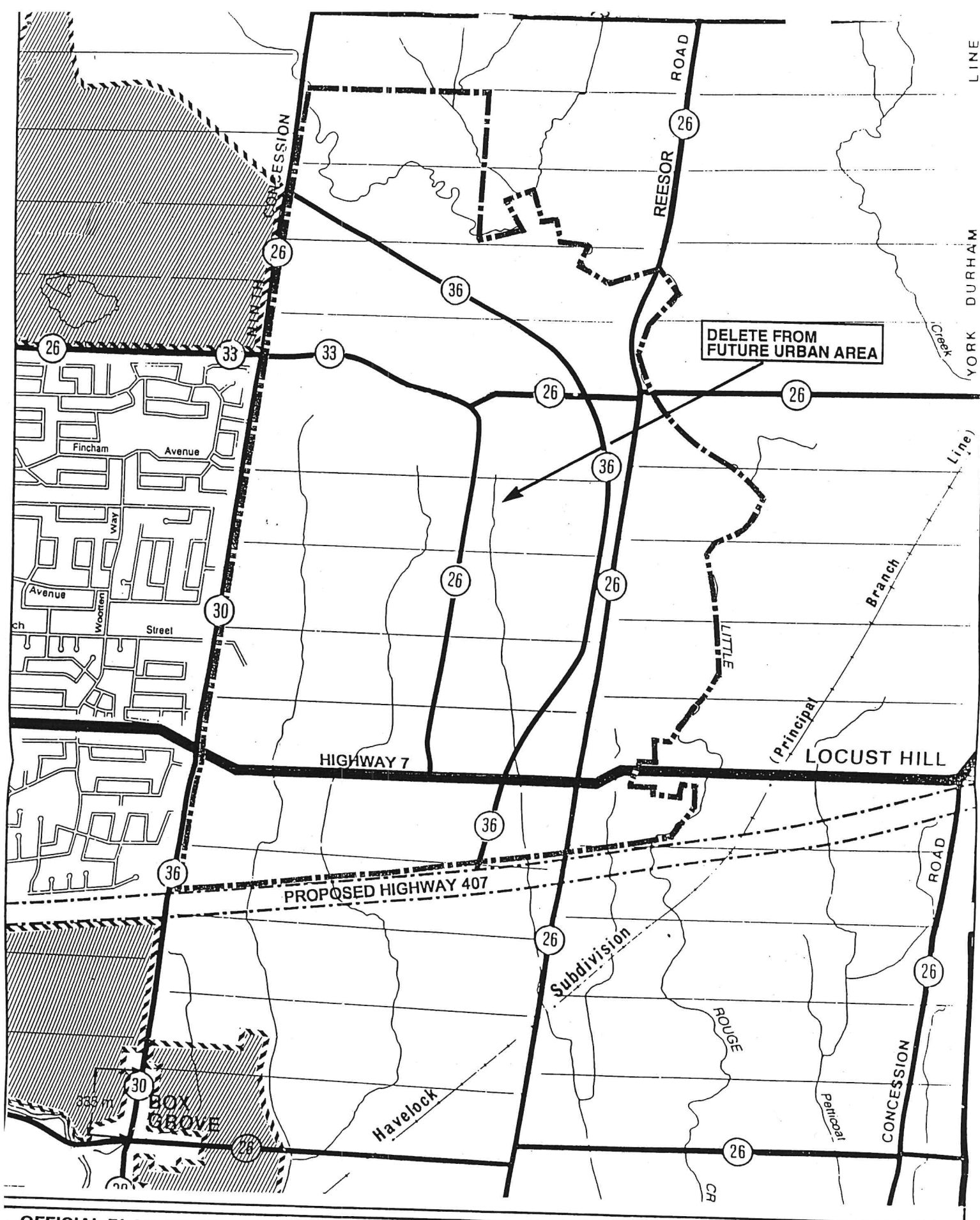


OFFICIAL PLAN AMENDMENT NO. SCHEDULE "D"- URBAN SERVICE AREA
to the Official Plan of the Markham Planning Area
(Revised 1987) As Amended

EXCERPT FROM OFFICIAL PLAN OF THE TOWN OF MARKHAM PLANNING AREA (REVISED 1987) AS AMENDED
Schedule D-Urban Service Area

-  URBAN SERVICE AREA
-  YORK-DURHAM TRUNK SEWER
-  FUTURE URBAN SERVICE AREA
-  BOUNDARY OF AMENDMENT





**OFFICIAL PLAN AMENDMENT NO.
SCHEDULE "E" - SITE PLAN CONTROL
to the Official Plan of the Markham Planning Area
(Revised 1987) As Amended**

EXCERPT FROM OFFICIAL PLAN
OF THE TOWN OF MARKHAM
PLANNING AREA (REVISED 1987)
AS AMENDED
Schedule G - Site Plan Control

-  ROADS FOR WHICH WIDENING MAY BE
REQUIRED UNDER SECTION 40 OF THE
PLANNING ACT 1983
-  FUTURE URBAN AREA
-  BOUNDARY OF AMENDMENT



PART III - THE SECONDARY PLAN

(This is an operative part of Official Plan Amendment No. 20)

1.0 INTRODUCTION

The following text and maps, identified as Schedule 'AA' - LAND USE PLAN, Schedule 'BB' - COMMUNITY STRUCTURE PLAN, and Schedule 'CC' - TRANSPORTATION PLAN, attached hereto, constitute the Cornell Secondary Plan as established and adopted by Amendment No. 20 to the Official Plan (Revised 1987) as amended.

2.0 PURPOSE

The purpose of this Secondary Plan is to provide a detailed land use plan and policies for the regulation of land use and development of the subject lands in accordance with land use designations established in the Official Plan and this Secondary Plan.

3.0 LOCATION

This Secondary Plan applies to the lands within and adjacent to the Cornell Community in the east portion of the Town of Markham. The site is bounded by the current 9th Line right-of-way on the west, the centre line of the Little Rouge Creek on the north and east (less that portion of the hamlet of Locust Hill, Planning District 19, west of the Little Rouge Creek) plus those portions of the west half of Lots 18 and 19, Concession 9 north of the Creek, and the north limit of the future Highway 407 right-of-way on the south. The total Secondary Plan area is approximately 973 hectares with urban development being proposed on approximately 625 hectares of that area.

4.0 GOAL, OBJECTIVES AND PRINCIPLES

4.1 INTRODUCTION

The goal, objectives and principles which the Town is seeking to achieve through the detailed policies of this Secondary Plan are outlined below. The goal, objectives and principles, together with the goals and objectives of the Official Plan (Revised 1987) as amended, provide the framework for the planning and future use of lands in the Secondary Plan by both the public and private sectors.

The goal, objectives and principles will be implemented by the mechanisms set out in this Secondary Plan and the Official Plan (Revised 1987) as amended, particularly Section 13.0, Implementation, of this Secondary Plan.

4.2 GOAL

To provide a policy framework and direction for detailed land use planning to guide the future development of a new community in the Town of Markham that will demonstrate a balance of housing, employment and community uses through adherence to Section 4.3, Objectives and Section 4.4, Principles, of this Secondary Plan.

4.3 OBJECTIVES

4.3.1 Land Use

To create a balanced, pedestrian-oriented community comprised of residential neighbourhoods and mixed use and functionally specialized districts, that provide opportunities for a variety of housing types, employment and retail/commercial uses and community facilities.

4.3.2 Residential Development

- a) To create an urban environment that provides for safe, functional and attractive residential neighbourhoods.
- b) To encourage the provision of housing development that reflects the goals and objectives of Section 2.13 - Housing, of the Official Plan (Revised 1987) as amended.

4.3.3 Transportation

- a) To develop a transportation system that provides a variety of connections to the balance of the urban area.
- b) To create an inter-connected network of streets and lanes that provide for ease of access, orientation and safety for both pedestrians and vehicles.
- c) To create a public realm composed of streets, lanes and open spaces that is clearly defined by buildings and other visual amenities, including landscape elements, sidewalks and bicycle paths.
- d) To establish development densities for residential and employment uses that will be sufficient to support desired levels of public transit service.
- e) To ensure that the required components of the transportation system for any portion of the Secondary Plan area are committed to be in place and operative prior to or coincident with development.

- f) To phase the implementation of transit services based on acceptable operational and financial criteria.
- g) To encourage transit uses, by locating 85% of the population within a 5 minute walk (400 metres) of an identified transit stop.

4.3.4 Open Space/Environmental Features

- a) To provide a functional open space system for the community that is accessible and visible to residents and users.
- b) To ensure continuity of the open space system and to provide opportunities for links to the proposed Rouge Park.
- c) To ensure, within the open space system, the preservation and enhancement of significant, existing environmental features and to promote the ecological restoration of linkages between these features.

4.3.5 Community Facilities

- a) To provide for opportunities to locate community facilities to serve the needs of residents.
- b) To provide locations for community facilities that are visible and accessible to residents and users.
- c) To encourage multi-functional “shared use” of public lands and buildings.

4.3.6 Natural and Heritage Features

- a) To preserve existing natural and heritage features wherever feasible including significant vegetation, topographic features and scenic views, heritage buildings and archaeological resources.
- b) To provide a continuous greenway system throughout the community that incorporates links of varying character and function, natural features and community amenities.

4.3.7 Employment

- a) To ensure the provision of sufficient lands for employment uses to achieve a balanced live/work relationship within the Community.
- b) To ensure that lands are designated for specific employment uses, and that the development of employment lands is integrated into the structure of the community.

4.3.8 Services

- a) To ensure that the services, including the necessary water, sanitary sewer and stormwater management systems required for any part of the Secondary Plan area, are in place and operative, prior to or coincident with, the development of the land.
- b) To ensure the provision of stormwater management facilities that do not negatively impact on natural features or systems.

4.3.9 Urban Design

- a) To encourage a high quality and consistent level of urban design for the public and private realm through adherence to the principles, policies and requirements of this Secondary Plan.
- b) To further refine the urban design principles and policies set out in this Secondary Plan by requiring the preparation of the following:
 - Urban Design and Amenity Guidelines
 - Comprehensive Streetscape Plan
 - Open Space Master Plan

4.3.10 Implementation

- a) To ensure that the costs of services, public facilities and infrastructure required to permit and support the development of the lands in the Secondary Plan area are provided in accordance with:
 - i) the provisions of the Development Charges Act;
 - ii) the provisions of the Planning Act R.S.O., 1990 and the Official Plan (Revised 1987), as amended;
 - iii) the Development Charges by-laws adopted by the Town, the Region and the Boards of Education.
- b) To establish an integrated program of planning approvals and resource commitments to implement the provisions of this Secondary Plan.

4.4 PRINCIPLES

- 4.4.1** The principles set out in Section 4.4 of this Secondary Plan establish the fundamental rules that characterize the vision for the Cornell community.

4.4.2 The principles articulate the objectives set out in Section 4.3 of this Secondary Plan by establishing the context and direction for the development of the community and serve as the basis for the policies and other implementing mechanisms set out in this Secondary Plan and in the Official Plan (Revised 1987) as amended.

4.4.3 The general principles that characterize the community of Cornell are as follows:

a) Land Use

- i) A complete and integrated community comprised of a mix of uses that meet the daily needs of all residents and users.
- ii) Integration of compatible land uses.
- iii) Compatibility of building types, achieved through their scale, massing and relationship to each other.

b) Community Structure

The organizational elements that structure the community include the Neighbourhood, the District and the Corridor.

c) Neighbourhoods

The major portion of the community is comprised of neighbourhoods characterized by the following:

- i) primarily residential uses and including a mix of compatible commercial, employment and institutional uses;
- ii) a neighbourhood centre that is a focus for compatible commercial and public uses within the neighbourhood and that is defined by a public space such as a public square, park or significant intersection;
- iii) the Neighbourhood edge is defined by a Corridor, a major road, or a District;
- iv) an optimal size of 400 metres from centre to edge which is the equivalent of a five minute walk;
- v) public open spaces are located to define the character and structure of the neighbourhood; and,
- vi) lot sizes and building types are mixed within neighbourhood blocks to achieve the variety and animation typical of traditional neighbourhoods.

d) Public Realm

- i) The pattern of development is based on a distinction between private property and the public realm which is comprised of clearly defined streets and open spaces and a recognition of the need to purposefully plan for the public realm.

- ii) The major component of the public realm is the public street system based on a modified, rectilinear grid which provides for permeability and connectivity for all components of the transportation system. Purposeful variations are incorporated into the grid through street alignments and block geometrics to achieve local identity and character.
- iii) Within the grid system, the streets are organized on a hierarchical basis reflecting their particular functional and design requirements.
- iv) Streets play a multi-functional role in the community, providing for a variety of activities and services, including parking, to meet community needs.
- v) Significant natural features are preserved and incorporated into the open space serving the community.
- vi) Public use spaces and buildings are significant organizing elements in the pattern of development and serve as focal points in defining patterns of land use and community structure.
- vii) Buildings are placed to define and identify the public realm.
- viii) The principal pedestrian system is based on the provision of public sidewalks on the public streets.

5.0 COMMUNITY STRUCTURE

- 5.1** The structure of the Cornell Community was generally established by the Master Plan (Appendix 4) and is reflected in large part in this Secondary Plan. The Master Plan employs three main organizational components to define the fundamental arrangement of land use and activity. These components are the neighbourhood, the district and the corridor.

The neighbourhood is the principal organizational component comprising a mix of residential and complementary supporting uses. The district is a functionally specialized component providing for a mix of activity organized around a primary function. Corridors provide linkage and help to define patterns of activity at the boundaries of some neighbourhoods and districts. Corridors typically relate to transportation routes or to components within the open space system organized to permit connections.

The arrangement of these organizational components to provide the basis for the community structure is shown on Schedule 'BB'.

5.2 NEIGHBOURHOODS

- a) Neighbourhoods shall be primarily composed of residential development with supporting uses such as parks, schools and convenience commercial. Designations within the neighbourhoods will typically include Neighbourhood General and Neighbourhood Centre. Those Neighbourhoods adjoining the Central Corridor will also incorporate lands designated Mixed Use Corridor.
- b) Six neighbourhoods are planned as shown on Schedule 'BB'. In addition, areas of neighbourhood development are incorporated into the Central District.
- c) Each neighbourhood is planned to provide for a central area within approximately 400 metres (5 minute walk) of most dwellings. The central area is intended to accommodate higher density building forms and mixed use buildings to contain a specific range of convenience retail, personal service and business activity. Transit service will be provided into the central area. Whenever possible this area will incorporate public open space and uses. The central area will form part of the lands designated Neighbourhood Centre.
- d) The two neighbourhoods located north of the Central District will be comprised of an eastern and western component, each functioning as a neighbourhood unit, but sharing the mixed use activities located in the Central Corridor.
- e) The neighbourhood areas within the Central District will relate to the Central Core, rather than to a central area, for commercial and service uses.
- f) Each neighbourhood will be planned to incorporate public parkland and to be accessible to the planned open space system.
- g) It is intended that residential densities shall vary throughout the community. The highest densities shall occur in the Central District, north of Highway 7. The lowest densities shall occur in the neighbourhoods adjoining the Future Markham By-Pass.

5.3 DISTRICTS

5.3.1 Hospital District

The Hospital District corresponds to the site of the Markham-Stouffville Hospital which is intended to develop as a health care campus as provided for in Section 6.10.2. Lands in the Hospital District retain an Institutional designation.

5.3.2 Central District

The Central District incorporates the Central Core, a mixed use area of retail, office and residential development, flanked by three areas characterized by neighbourhood residential development.

The neighbourhood areas of the Central District reflect the land use designations typical

of the neighbourhoods. The Central Core incorporates lands with the following designations:

- Core Mixed Use
- Core Residential
- Commercial Corridor Area

Retail and office development in the Central Core is intended to provide community and regional services including the “main street” shopping area for the community.

The Central District is traversed by the Highway 7 Corridor. Where this occurs the Mixed Use Corridor designation associated with certain lands adjoining this road will apply.

5.4 CORRIDORS

5.4.1 Development Corridors

Two development corridors, relating to principal transportation routes and flanked by a mix of land uses, contribute to the community structure. These are the Central Corridor and the Highway 7 Corridor. The Corridors are shown on Schedule ‘BB’.

5.4.2 Greenlands Corridors

- a) Three greenlands corridors, comprising potential elements of the intended open system within the Secondary Plan area, serve to provide connections and help to define the community structure. These include:
 - i) an open space corridor, the Rouge Greenlands, defined by the valley of the Little Rouge Creek and the route of the Future Markham By-Pass, and incorporating adjoining lands in the Open Space Reserve;
 - ii) an east-west corridor, the Central Greenlands, comprising planned park and school sites adjoining neighbourhoods in the centre of the community and potentially linking to the Rouge Greenlands; and,
 - iii) the South-East Greenlands, focussed on a tributary of the Rouge River and incorporating parks and schools in the eastern portion of the community. This corridor can potentially link to the Rouge Greenlands and the Central Greenlands.
- b) The configurations, components and functions of the greenlands corridor shall be further defined in the required Open Space Master Plan (Section 6.9.3).

- c) In instances where a greenlands corridor is planned to incorporate an intended school site that subsequently proves to not be required for a school, the alternate use provisions of Section 6.10.3(f) shall not preclude maintaining the appropriate open space connection within the corridor. The appropriate connection shall be determined in the Open Space Master Plan.

6.0 LAND USE POLICIES

6.1 GENERAL

6.1.1 Land Use Designations and Policies

The land use designations for the Cornell Secondary Plan shown on Schedule 'AA' establish the general pattern for future development in the Secondary Plan area. The policies for these designations are set out in Sections 6.2 to 6.12 inclusive.

6.1.2 Policy Implementation

Development shall be permitted in accordance with:

- i) the policies of the Official Plan (Revised 1987) as amended;
- ii) the policies and requirements of this Secondary Plan;
- iii) the implementing Zoning By-law(s);
- iv) agreements between the Town of Markham and proponents of development, in particular those arising from planning approvals.

6.1.3 General

- a) The basic pattern of land use for the subject lands is established as shown on Schedule 'A' - LAND USE of Official Plan Amendment No. 20.

A more detailed pattern of land use is established on Schedule 'AA' attached hereto. This pattern is schematic and may be adjusted in subdivision or site plan approval processes, taking into account such matters as the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships and street patterns. Minor variation of land use boundaries shall not require an amendment to the Secondary Plan provided the intent of the Plan is maintained.

- b) The locations of park sites, greenways, school sites and sites of other community facilities shown on Schedule 'AA' have been selected without regard to property ownership.

In order to ensure that property owners contribute their proportionate share towards the provision of community and infrastructure facilities such as schools, parks, greenways, roads and road improvements, external services and stormwater management facilities, property owners will be required to enter into one or more agreements, as a condition of approval of development for their lands, providing for the equitable distribution of the costs (including that of land) of the aforementioned community and common public facilities.

- c) Residential development, including housing in mixed use developments, shall be subject to the provisions of the Official Plan (Revised 1987) as amended and this Secondary Plan in regard to housing.
- d) Notwithstanding any other policies of this Secondary Plan, stormwater management facilities including stormwater management ponds, and all municipal facilities and utilities, shall be permitted on lands in any land use designation with the exception of the Open Space - Environmentally Significant Area and Hazard Lands designations. In addition, district heating plants shall be permitted in the designations in the Central Core, and on the Institutional lands comprising the Hospital District, as identified on Schedules 'AA' and 'BB'.
- e) Notwithstanding the policies of Section 2.1.3 of the Official Plan (Revised 1987) as amended, or any other policies of the Official Plan, garden suites shall be permitted on lots in the Neighbourhood General and Neighbourhood Centre designations, and on lots in the Mixed Use Corridor designation adjoining the Central Corridor road, in accordance with the policies of this Secondary Plan, the required Regulating Plan, the provisions of the implementing zoning by-law, detailed engineering requirements established as a condition of a plan of subdivision, and subject to the following:
 - i) a garden suite is a small, independent building, physically separate from the principal dwelling unit with which it is associated, which may be used as a dwelling unit, or for activities accessory to the those permitted in the principal dwelling unit, and having its primary access from a rear lane or alley abutting the lot upon which both the garden suite and its associated principal dwelling unit are located;
 - ii) the maximum number of garden suites permitted within the Secondary Plan area shall not exceed 15% of the total number of principal dwelling units as specified in Section 7.1(a);
 - iii) a garden suite shall only be permitted in association with a principal street-related, single detached, semi-detached or townhouse dwelling on a lot having not less than 9.75 m of frontage on a public road per principal unit;

- iv) for the purposes of interpreting Section 3.3.2(a) of the Official Plan (Revised 1987) as amended, a permitted garden suite shall be deemed to be an accessory apartment and no other accessory apartment shall be permitted within the principal dwelling unit;
- v) a garden suite shall not be conveyed separately from its associated principal street related dwelling unit; and,
- vi) a garden suite will not be included in the determination of permitted densities of residential development and shall be regarded as part of its associated principal dwelling unit for the purposes of determining development charges.
A garden suite shall be included in calculating housing mix, and may be included in calculating requirements for parkland, public services, community facilities and on-site parking.
- f) Section 8.0(d) identifies the possible future redesignation of lands south of Highway 7 and west of the proposed interchange of the Future Markham By-Pass with Highway 407 for employment purposes. This area of land includes the western portion of the Open Space Reserve, and lands designated for employment and residential uses. The uses contemplated in the Open Space Reserve generally preserve the option for future employment activity. However, should the designated residential development proceed it might preclude some employment options. Consequently, the Town will pursue, through the Development Phasing Plan, the incorporation of the residentially designated lands south of Highway 7 into a later phase of development, and shall not approve residential development until the Town is satisfied that adequate employment opportunities are being provided elsewhere in the Cornell Community and that the lands in this area are not required for employment.

6.2 NEIGHBOURHOOD GENERAL

- a) The Neighbourhood General designation is intended to accommodate a range of low density housing, schools and public parkland. Permitted residential building types shall include detached, semi-detached, duplex, townhouse, link and small plex-type, multiple unit buildings.
- b) Residential development shall be subject to the provisions of Section 7.1. The average net site density of all dwelling units in the Neighbourhood General designation shall be within the range of 17.0 to 37.0 units per hectare (6.9 to 14.9 units per acre).
- c) Permitted residential building types shall be distributed throughout the Neighbourhood General designation within each neighbourhood; the distribution shall be established through the Regulating Plan approved for each neighbourhood and district.

- d) Parkland shall be provided in accordance with the provisions of the Official Plan (Revised 1987) as amended, and located to serve the needs of residents in accordance with the findings and recommendations of the Open Space Master Plan (Section 6.9.3).
- e) The height of principal buildings shall be consistent with the provisions of Section 11.4.2.
- f) Residential development on school sites or portions thereof, shall be in conformity with the provisions of Section 6.10.3(f).
- g)
 - i) Notwithstanding the provisions of Section 6.2(a), a limited range of low intensity commercial uses shall also be permitted on the property known municipally as 8961 9th Line and may include uses such as an art gallery, antique shop, professional offices, a specialty boutique, a day care centre, a bed and breakfast establishment or a full service restaurant.
 - ii) The uses noted in Section 6.2(g)(i) shall be subject to zoning and site plan approvals to confirm the suitability of the property for the proposed use.
 - iii) The uses noted in Section 6.2(g)(i) shall be located within the existing heritage building on the property subject to the required approvals noted in Section 6.2(g)(i); enlargement of the heritage building may be permitted, provided it is consistent with the architecture of the principal building.

6.3 NEIGHBOURHOOD CENTRE

- a) The Neighbourhood Centre designation is intended to accommodate a range of medium density residential housing, and a limited amount of convenience retail, personal service and business activity intended to serve the neighbourhood residents. Lands designated Neighbourhood Centre within the Central District shall be restricted to permitted residential uses only.
- b) Lands designated Neighbourhood Centre are generally to be located at the centre of each neighbourhood, on or near the intersection of the principal internal roads. Additionally, within the two neighbourhoods immediately north of the Central District, the designation may extend along the two east-west Minor Collector roads, between the 9th Line and the existing Markham By-Pass as shown on Schedule 'AA'.
- c) Retail, personal service and business activities shall be located on a portion of the lands designated Neighbourhood Centre, near the centre of each neighbourhood.

- d)
 - i) The zoning by-law shall establish areas within the Neighbourhood Centre designation that shall be used for residential development, areas that may permit mixed use development, and areas in which the permitted mixed use development shall be conditional on buildings being designed to accommodate ground floor commercial uses based on land use proposals in the approved Regulating Plan.
 - ii) The zoning by-law shall establish where residential, office and retail uses shall be permitted within mixed use buildings. Retail development shall be located on the ground floor.
- e) Permitted residential building types shall include detached, semi-detached, duplex, townhouse, link, small plex-type (e.g. quattroplex) multiple unit buildings and small apartment buildings. Apartment units shall be permitted above the ground floor in a mixed use building.
- f) Lot depths for properties with ground floor commercial use shall generally be deeper and such lots will be served by alleys.
- g) Mixed use development shall be designed to be compatible with adjacent residential development.
- h) The height of principal buildings shall be subject to the provisions of Section 11.4.2.
- i) Residential development shall be subject to the provisions of Section 7.1. The average net site density of all dwelling units in the Neighbourhood Centre designation shall be within the range of 37.1 to 79.9 units per hectare (15 to 32.3 units per acre).

6.4 MIXED USE CORRIDOR

6.4.1 Purpose

- a) The Mixed Use Corridor designation applies to certain lands fronting on to the Major Arterial Road within the Central Corridor and on to Highway 7 as shown on Schedule 'AA'. The designation is intended to provide opportunities for development of single use and mixed use buildings and projects and to accommodate institutional uses serving the community.

6.4.2 Central Corridor

- a) The Mixed Use Corridor designation shall permit residential, commercial and institutional development in medium and high density residential buildings, office buildings and institutional buildings.

It is intended that higher density residential buildings shall generally accommodate compatible retail, service and office uses on the ground floor, that office buildings shall generally accommodate compatible retail and service uses on the ground floor and that compatible institutional uses shall be permitted on the ground floor of higher density residential buildings and office buildings.

- b) The zoning by-law shall establish areas within the Mixed Use Corridor designation that shall be used for residential development, non-residential development and mixed use development based on the land use proposals in the approved Regulating Plan.
- c) The zoning by-law shall incorporate provisions relating to the density of development based on the following:
 - i) the provisions of Section 7.1 regarding residential development;
 - ii) single use, non-residential buildings shall not exceed a floor space index of 1.0;
 - iii) residential buildings incorporating ground floor retail, service or office use equal to at least 15% of total gross floor area of the building above grade, shall not exceed a floor space index of 1.75; and,
 - iv) non-residential buildings incorporating ground floor retail or service use equal to at least 15% of the total gross floor area of the building above grade, shall not exceed a floor space index of 1.75.
- d) The height of principal buildings shall be consistent with the provisions of Section 11.4.2.
- e) Lot depths for buildings with ground floor commercial use shall generally be deeper and such lots will be served by alleys.
- f) Notwithstanding the provisions of Section 6.4.2(a), additional retail development shall be permitted on lands at the southwest corner of 16th Avenue and the Central Corridor road subject to the following:
 - i) the site area shall not exceed 2.0 hectares;
 - ii) the additional retail development shall be limited to a supermarket or comparable food store and complementary convenience retail and service uses, and may include office uses;
 - iii) the development shall be planned and developed as part of a comprehensive proposal and shall be compatible with uses on adjacent lands.

6.4.3 Highway 7 Corridor

- a) The Mixed Use Corridor designation shall permit residential, office and institutional development in medium density residential buildings, office buildings and institutional buildings. Medium density residential buildings may incorporate compatible ground floor office uses. Compatible institutional uses shall be permitted on the ground floor of residential and office buildings.
- b) The zoning by-law shall establish areas within the Mixed Use Corridor designation that shall be used for residential, non-residential and mixed use development based on land use proposals in the approved Regulating Plan.
- c) The zoning by-law shall incorporate provisions relating to the density of development based on the following:
 - i) the provisions of Section 7.1 regarding residential development; and,
 - ii) buildings shall not exceed a floor space index of 1.5.
- d) The height of principal buildings shall be consistent with the provisions of Section 11.4.2.

6.5 CORE MIXED USE

- a) The Core Mixed Use designation (Schedule 'AA') relates to lands adjoining the main shopping street (the eastern Major Collector Road) (Schedule 'CC') within the eastern portion of the core of the Central District (Schedule 'BB').

This area is intended to accommodate major retail and office development serving the Cornell community and surrounding region, and also to incorporate institutional, entertainment, service and high density residential uses within a mixed use context.
- b) It is intended that buildings within the Core Mixed Use designation shall generally contain a mix of uses and that buildings fronting on to the main shopping street shall contain non-residential, predominantly retail and service uses, on the ground floor. Uses above the ground floor shall be primarily residential or office uses.
- c) The zoning by-law shall establish the use provisions for each site in the Core Mixed Use designation based on the land use proposals in the approved Regulating Plan.
- d) The zoning by-law shall incorporate provisions relating to density of development based on the following:
 - i) the provisions of Section 7.1 regarding residential development;
 - ii) a single use building shall not exceed a floor space index of 1.0; and,

- iii) a mixed use building shall generally not exceed a floor space index of 1.75, however, the floor space index may be increased to maximum of 2.0 if at least 30% of the total gross floor area of the building above grade is devoted to retail and service uses located on the ground floor and second floors and provided that a majority of this space is located on the ground floor.
- e) The zoning by-law shall establish where retail and service uses shall be permitted within buildings.
- f) Lot depths for buildings with ground floor commercial use shall generally be deeper and such lots shall be served by alleys.
- g) The height of principal buildings shall be consistent with the provisions of Section 11.4.2.

6.6 CORE RESIDENTIAL

- a) The Core Residential designation (Schedule 'AA') relates to lands in the western portion of the core of the Central District (Schedule 'BB') generally adjoining the western Major Collector Road (Schedule 'CC').
This area is intended to accommodate high density residential buildings incorporating compatible ground floor retail, service, office and institutional use.
- b) The zoning by-law shall establish areas within the Core Residential designation that shall be used for residential development and mixed use development based on land use proposals in the approved Regulating Plan.
- c) The zoning by-law shall incorporate provisions relating to density of development based on the following:
 - i) the provisions of Section 7.1 regarding residential development;
 - ii) a single use residential building shall not exceed a floor space index of 1.0; and
 - iii) a residential building incorporating ground floor retail, service, institutional or office uses equal to at least 15% of the total gross floor of the building shall not exceed a floor space index of 1.75.
- d) Lot depths for buildings with ground floor commercial use shall generally be deeper and such lots shall be served by alleys.
- e) The height of principal buildings shall be consistent with the provisions of Section 11.4.2.

6.7 COMMERCIAL CORRIDOR AREA

- a) The Commercial Corridor Area designation identifies a compact area of land within the Central Core that also relates functionally to the Highway Corridor.

This designation is included to accommodate specialized retail and service commercial uses that by virtue of use characteristics or site requirements might be difficult to integrate into development along the main shopping street or that benefit from exposure or proximity to through traffic. Intended uses include those serving nearby residents and employees within the Central Core.

- b) Permitted uses shall include retail, service, office, entertainment and recreational uses. Automotive service centres shall be permitted subject to the provisions of Section 6.11.2. A limited range of light industrial uses may also be permitted south of Highway 7. Permitted uses shall not include adult entertainment or uses involving outdoor storage or product display.
- c) It is intended that each of the two areas designated Commercial Corridor Area adjoining Highway 7 shall be planned on a comprehensive basis and that each shall be approved for development in accordance with a comprehensive concept plan, satisfactory to the Town.
- d) The zoning by-law shall establish locations within the Commercial Corridor Area designation where specific types of uses shall be permitted, consistent with the concept plans identified in Section 6.7(c). Certain types of uses may not be permitted at all locations within the designation.
- e) Sites adjoining Highway 7 shall be designed and developed to achieve a streetscape consistent with that intended on other development lands in the Highway Corridor.
- f) The height of principal buildings shall be consistent with the provisions of Section 11.4.2.
- g) Lots within the Commercial Corridor Area shall be served by alleys.

6.8 CORE OFFICE

- a) The Core Office designation relates to lands located south of Highway 7, primarily adjacent to the Commercial Corridor Area. The designation is intended to provide an alternate location for office development close to Highway 7 and the Central Core. The office development also provides for separation of the uses in the Commercial Corridor Area from low density residential development in the surrounding neighbourhood area.
- b) Buildings shall not exceed a floor space index of 1.5.
- c) The height of principal buildings shall be consistent with the provisions of Section 11.4.2.

6.9 OPEN SPACE

6.9.1 Purpose

Lands within the Open Space designation as shown on Schedule 'AA' shall include lands within the following categories:

- Open Space Reserve,

- Town Parks,
- Community Parks,
- Neighbourhood Parks,
- Environmentally Significant Areas; and,
- Greenways

and shall be subject to the provisions of Section 3.9.1 of the Official Plan (Revised 1987) as amended.

6.9.2 GENERAL POLICIES

- a) Certain lands included within the Open Space designation are shown schematically or symbolically on Schedule 'AA'. The locations, configuration and boundaries of these lands shall be confirmed through detailed studies and plans identified herein, and may be revised, in accordance with the findings and recommendations of these studies without further amendment to this Secondary Plan. These studies and plans include:
 - the Open Space Master Plan
 - Environmental Impact Study(ies)
 - the Stormwater Management and Environmental Strategy Study
 - the Plan for the Rouge Park.
- b) Public Parks shall be established in accordance with the provisions of Section 3.9.3 of the Official Plan (Revised 1987) as amended, and the relevant findings and recommendations of the studies identified in Section 6.9.2(a).

6.9.3 Open Space Master Plan

- a) An Open Space Master Plan shall be prepared to the satisfaction of the Town prior to the final approval of any Regulating Plans and plans of subdivision.
- b) The Open Space Master Plan is intended to guide the development of the open space system in the Secondary Plan area and to serve as a companion to the Urban Design and Amenity Guidelines (Section 11.6.2), the Comprehensive Streetscape Plan (Section 11.6.1) and the Stormwater and Environmental Management Strategy Study.
- c) The Open Space Master Plan will recognize the relevant provisions of the Official Plan and the recommendations of the Natural Features Study and will:
 - i) based on an assessment of the anticipated population and household composition, the locations of significant natural features, and proposed public and community facilities, recommend a system of neighbourhood community and town parkland, open spaces and linkages to serve the community;
 - ii) provide recommendations on the size, location and configuration of parklands in

the community;

- iii) recommend a system of principal pedestrian and bikeway routes linking principal parks and community facilities, and destinations of public interest, and proposals for necessary remedial works to ensure continuous and unimpeded movement;
- iv) provide proposals for the incorporation of Open Space-Environmentally Significant Areas into parklands, based on the findings and recommendations of the Environmental Impact Studies [Section 6.9.9(d)]; and,
- v) provide proposals for open space programming, multi-functional “shared use” facilities and programs, designs and development concepts for parks and open spaces.

6.9.4 Open Space Acquisition

- a) Public open space shall be provided in accordance with the provisions of the Planning Act, RSO 1990, the policies and standards of the Official Plan (Revised 1987) as amended, and this Secondary Plan.
- b) Woodlots and tree stands worthy of preservation may be incorporated into parks as areas for passive recreation in addition to the minimum amount of land required for active recreational facilities.
- c) Parks or portions thereof may be designed to include water quantity/quality control features, subject to the approval of the Town, in consultation with the Metropolitan Toronto and Region Conservation Authority and the Ministry of Natural Resources. In instances where grading or other changes required for water quantity/quality control or the presence of water precludes the use of a portion of park area for the required park purposes then such stormwater management features shall not be accepted as part of the parkland dedication.
- d) Greenways, as provided for in Section 6.9.8, shall not form part of the required parkland dedication. Lands for greenways may be dedicated to the Town, or secured through easements or use agreements.
- e) As noted in Section 6.1.3(b), property owners will be required to enter into one or more agreements providing for the equitable distribution of the costs of public open space features such as parks, woodlots and greenways planned within the urban area west of the Future Markham By-pass. Compensation between landowners pursuant to such agreement(s) will be an important mechanism in facilitating public acquisition of the open space features.

- f) Lands dedicated to the Town shall be prepared and landscaped as required by the Town, pursuant to the recommendations of the Open Space Master Plan, and specific parks and open space landscaping studies.

6.9.5 Town Park

- a) The Town Park category is established for this Secondary Plan area in accordance with the provisions of Section 3.9.3 (a)(iv) of the Official Plan (Revised 1987) as amended.
- b) The Town will identify opportunities to employ lands for Town Park purposes within the Secondary Plan area as part of the Open Space Master Plan.

6.9.6 Community Park

- a) The Community Park category is established for this Secondary Plan area, in accordance with the provisions of Section 3.9.3 (a)(iii) of the Official Plan (Revised 1987) as amended.
- b) Three sites for Community Parks are intended, generally at the locations shown symbolically on Schedule 'AA'. The Town may exercise the option to locate community recreational centres in these parks, subject to the findings and recommendations of the Open Space Master Plan.
- c) Two of the three proposed Community Parks are sited to incorporate existing woodlots. The incorporation of these woodlots and the requirements for enhancement and protection shall be addressed in the Environmental Impact Studies and the Open Space Master Plan.

6.9.7 Neighbourhood Park and Parkettes

- a) The Neighbourhood Park and Parkettes categories are established in this Secondary Plan in accordance with the provisions of Sections 3.9.3 (a)(ii) and (i), respectively, of the Official Plan (Revised 1987) as amended. Notwithstanding the provisions of these Sections, the size and function of Neighbourhood Parks and Parkettes shall be established as provided for in Section 6.9.7 (b).
- b) A symbol indicating Neighbourhood Park is shown on Schedule 'AA', within each neighbourhood, neighbourhood unit (in double unit neighbourhoods) and neighbourhood area (in the Central District), as defined on Schedule 'BB'.
This single symbol represents the intended total requirement for Neighbourhood Parks and Parkettes within each respective area.

The number, locations, functions and configurations of Neighbourhood Parks and Parkettes appropriate for each area will be initially established in the Open Space Master Plan, confirmed in the approval of the Development Phasing Plan and Regulating Plans and finalized through subsequent development approvals. The use of the symbol is subject to the provisions of Section 6.9.2 (a).

6.9.8 Greenways

- a) The Greenway category of the Open Space designation includes several linear open space features incorporated into the Secondary Plan as major links in the intended open space system to provide for connecting pedestrian and bicycle routes within the community. Three Greenways are designated Open Space, and are identified on Schedule 'AA', as follows:
 - adjoining the east side of the 9th Line;
 - adjoining the west side of the Future Markham By-Pass, north of Highway 7; and,
 - the South East Greenlands Corridor (Schedule 'BB').
- b) Specific routes, configurations and functional requirements for the Greenways will be identified in the Open Space Master Plan.

6.9.9 Environmentally Significant Areas

- a) The designation of Open Space - Environmentally Significant Area is established in this Secondary Plan in accordance with the provisions of Section 2.2.3 of the Official Plan (Revised 1987) as amended.
- b) The locations of natural features to which the Environmentally Significant Area designation shall apply are shown on Schedule 'AA'. Each feature is an existing woodlot or stand of trees identified for protection in the Natural Features Study.
- c) Notwithstanding the depiction of each designated feature on Schedule 'AA', the boundary of each feature shall be deemed to include a buffer of at least 10 metres, measured from the drip line.
- d) An Environmental Impact Study shall be prepared for each designated feature as provided for in Section 2.2.3 (e) of the Official Plan (Revised 1987) as amended, and shall include:
 - determination of the boundaries of the lands designated Open Space - Environmentally Significant Area which shall include the woodlot and a minimum 10 metre buffer; and,
 - an assessment of the impacts of proposed development on existing conditions of the designated area and its surroundings; and,

- a description of the manner in which negative impacts will be avoided or mitigated and restoration or enhancement measures to improve the ecological integrity of the designated area.

These studies shall be completed to the satisfaction of the Town prior to the approval of development applications in the vicinity of the features or the agreement by the Town to accept their dedication.

6.9.10 Open Space Reserve

- a) Certain lands located north of the route of Highway 407 and west of the Little Rouge Creek are designated Open Space in the Official Plan (Revised 1987) as amended. Notwithstanding this general designation these lands are further designated as Open Space Reserve in this Secondary Plan, as shown on Schedule 'AA' and are subject to the additional policies of Section 6.9.10.
- b) The Open Space Reserve designation recognizes that decisions relating to the ultimate use of these lands should await the following:
 - i) approval of a Plan for the proposed Rouge Park, including the appropriate park boundary and the policies regarding lands within and adjoining the Park;
 - ii) approval of a program to address private holdings within the approved Park boundary, which may include stewardship arrangements, acquisition and compensation;
 - iii) the final route alignments and land requirements for the following roads within the Secondary Plan area:
 - Highway 407 and associated interchanges;
 - Highway 7;
 - The Future Markham By-Pass; and,
 - Reesor Road;
 - iv) final determination of land requirements for stormwater management facilities to serve the Secondary Plan area; and,
 - v) approval of the Open Space Master Plan.

Additionally, the Town has an interest in protecting possible long term opportunities for employment, as provided for in Section 6.1.3(f) in regard to lands west of the Future Markham By-Pass.
- c) Two distinct areas are recognized within the Open Space Reserve, the lands west of the Future Markham By-Pass, within the urban area, and lands east of the Future Markham By-Pass outside the urban area.

For the purposes of this Secondary Plan these areas are identified as the Open Space Reserve-West and the Open Space Reserve-East, respectively. Specific policies for lands in these two areas are provided in Sections 6.9.10.1 and 6.9.10.2.

6.9.10.1 Open Space Reserve-West

Lands within the Open Space Reserve-West are subject to the following policies:

- a) Permitted uses shall include:
 - i) existing, legally established uses;
 - ii) all uses permitted under the Open Space designation, as provided for in Section 3.9.1 of the Official Plan (Revised 1987) as amended, including one golf course and associated club house incorporating accessory recreational facilities, and subject to appropriate zoning and site plan approval;
 - iii) stormwater management facilities, provided these do not negatively impact any Environmentally Significant Area. An Environmental Impact Study shall be required in accordance with the provisions of Section 6.9.9 (d).
- b)
 - i) additionally, on the small, privately owned properties within the Open Space Reserve-West a limited range of low intensity commercial uses such as an art gallery, antique shop, professional offices, a specialty boutique, a day care centre, a bed and breakfast establishment, or a full service restaurant shall also be permitted;
 - ii) the aforementioned uses in 6.9.10.1(b)(i) shall be subject to zoning and site plan approvals to confirm the suitability of each property for a proposed use; and,
 - iii) where there is an existing heritage building on a property, identified in 6.9.10(b)(i) above, the permitted uses shall be located within this building, subject to the required approvals identified in Section 6.9.10.1(b)(ii); enlargement of the building may be permitted, provided it is consistent with the architecture of the principal building.
- c) Apart from the uses identified in Sections 6.9.10.1(a) and (b), no additional uses shall be permitted in the Open Space Reserve-West until the Town has determined that the lands are not required for employment use, pursuant to the provisions of Section 6.1.3(f).

6.9.10.2 Open Space Reserve-East

- a) It is the intention of the Town to generally support the incorporation of lands within the Open Reserve-East into the proposed Rouge Park, or to have them brought under suitable stewardship programs where this will support the objectives of the approved Park plan and subject to agreement on appropriate compensation of private landowners by the Province of Ontario.

Until and unless such agreement occurs the lands within the Open Space Reserve-East may be used in accordance with the provisions of Section 6.9.10.2(b).

- b) Permitted uses shall include:
 - i) existing, legally established uses;
 - ii) all uses permitted under the Open Space designation as provided for in Section 3.9.1 of the Official Plan (Revised 1987) as amended, except as provided for in Section 3.9.1(c).
 - iii) stormwater management facilities, only within the area bounded by Highway 407, Reesor Road, Highway 7 and the Future Markham By-Pass and in relation to existing tributaries in the vicinity of the Future Markham By-Pass and the 9th Line.
- c) Notwithstanding the provisions of Section 6.9.10(b)(ii), no large scale, space extensive open space uses, or uses involving alteration of the existing landscape shall be permitted within 300 metres of the centre line of the Little Rouge Creek.
- d) Uses permitted in accordance with the provisions of Section 6.9.10.2(b)(ii) shall be subject to approval of appropriate temporary zoning and site plan approval to confirm the suitability of each property for a proposed use;
- e) Apart from the uses identified in Section 6.9.10(b) and (c) no additional uses shall be permitted in the Open Space Reserve-East until a Plan and related implementation programs have been approved for the proposed Rouge Park, and until all ultimate alignments and land requirements for the roads identified in Section 6.9.10(b)(iii) have been confirmed.
- f) The Town will encourage the Province of Ontario to expeditiously complete all necessary studies to approve a Plan for the proposed Rouge Park and to determine the ultimate alignments and land requirements for the roads identified in Section 6.9.10 (b)(iii).
- g) Subsequent to the approval of a Plan for the proposed Rouge Park and to the confirmation of alignment and land requirements for the roads identified in Section 6.9.10 (b)(iii), should any lands within the Open Space Reserve-West not be incorporated into the proposed Rouge Park, the Town will review their designation to determine if a change in designation is appropriate.

6.10 INSTITUTIONAL

6.10.1

- a) Institutional uses within the Secondary Plan area shall be permitted in accordance with the provisions of Section 3.6 of the Official Plan (Revised 1987) as amended.
- b) Common institutional uses such as schools, and day care centres are permitted under several land use designations and shall not be required to have an Institutional land use designation.

6.10.2 Hospital District

- a) The site of the Markham-Stouffville Hospital is reflected by an Institutional designation on Schedule 'AA' and is identified as a District on Schedule 'BB'. It is intended that this site should develop as a health care campus with a range of uses and activities related to the provision of health care, including hospitals, sanatoria, medical offices, treatment centres, clinics and residential health care facilities.

Ancillary uses including laboratories, drugstores and personal services (e.g. optician) and sales of health care and medical equipment/supplies shall also be permitted.

- b) The existing heliport on the Hospital property is certified for day and night use and is subject to regulations established by Transport Canada in "Heliport & Helideck Standards and Recommended Practices" (TP2586E). These regulations include restrictions on the height of natural and man-made features and mobile objects, including motor vehicles, within the required flight/landing paths. Noise impacts are also a potential factor affecting the suitability of lands in the vicinity of the heliport for certain uses.

In order to establish possible land use and building restrictions or requirements on lands affected by the heliport and possible zoning and site plan requirements for which the Town may be responsible, the Town shall require that a study be completed by the Hospital and other affected property owners, prior to the approval of development on any potentially impacted lands.

This study shall be completed by qualified professionals to the satisfaction of the Town and shall include appropriate consultation with concerned departments and agencies.

- c) Relocation by the Hospital of the heliport from its present location, to a location directly linked to the main hospital building shall be encouraged. Such relocation should be done in a manner that reduces impacts and constraints on development on surrounding lands to a minimum.

- d) The extension of Church Street through the Hospital District to connect the 9th Line to the Central Corridor shall be strongly encouraged. Such extension is regarded as important to ensure achievement of a key road link, including pedestrian and transit routes between the Cornell Community and the community to the west, to improve access to the Hospital District and to increase opportunities for the utilization of the Hospital lands.

6.10.3 School Sites

- a) Symbols denoting locations for public and separate elementary and high school sites are shown on Schedule 'AA'. These sites derive from the Master Plan (Appendix 4) and have been selected to reflect the role of such sites in defining community structure and patterns of land use. School sites may be relocated without amendment to this Secondary Plan, in consultation with the respective School Boards, provided the alternate sites are consistent with the locational objectives and attributes of the sites denoted.
- b) School site sizes shall be consistent with the policies of the respective School Board, however final site sizes shall be determined within the context of Regulating Plans and plans of subdivision.
- c) Where a school site adjoins public parkland, the site will be sized to take advantage of multi-functional "shared use" agreements.
- d) The Town will encourage the School Boards to adopt smaller floorplates and multiple storeys in school buildings wherever appropriate, to maximize the area available for recreational and athletic use, and to promote smaller sites.
- e) School sites shall be located whenever possible on potential transit routes and as close as possible to potential transit stops. School buildings will be oriented toward roads with transit service.
- f) In the event that all or part of a school site should not be required by a School Board, the following alternate uses shall be permitted in order of priority:
 - i) Open space uses in accordance with the provisions of Section 6.9 of this Secondary Plan and Section 3.9 of the Official Plan (Revised 1987) as amended, particularly parks or other open space linkages which contribute to the creation of the greenlands corridors identified on Schedule 'BB'; or,
 - ii) Compatible institutional uses as identified in the implementing zoning by-law, or based on specific evaluation of each site, and which may include religious institutions, government buildings, community and recreational facilities and cultural buildings (e.g. museum, art gallery); or,

- iii) Neighbourhood General uses, which shall be developed in accordance with the Neighbourhood General designation (Section 6.2); and, in the case of sites fronting on to the Central Corridor, Mixed Use Corridor uses, to the average depth of lots on adjoining lands in the Mixed Use Corridor designation; and,
- iv) The Town of Markham shall have first right of refusal to acquire all or part of the school site; government agencies and community groups with identified needs shall have the second right of refusal.
- g) School sites and buildings will be developed in accordance with the following policies:
 - i) multi-functional “shared use” of school lands and buildings will be encouraged wherever possible. The School Boards will be encouraged to use appropriate and efficient site designs that also maximize public service and safety;
 - ii) elementary schools will be located to be accessible by residents in more than one neighbourhood; and,
 - iii) parking and loading areas will be provided and access points designed in a manner that will minimize conflicts between pedestrian and vehicular traffic.

6.10.4 Places of Worship

- a) Place of Worship sites shall be established in accordance with policies of this Secondary Plan.
- b) It is generally intended that Place of Worship sites shall be located on lands within the Mixed Use Corridor designation. At least four Place of Worship sites shall be provided within the urban portion of the Secondary Plan area.
- c) Place of Worship sites shall be identified in the required Development Phasing Plan and Regulating Plans. Appropriate development parcels shall be incorporated in plans of subdivision and sites will be zoned to permit a Place of Worship or appropriate alternate uses.
- d) The Town shall, by subdivision or other appropriate agreements, ensure that such sites are made available for acquisition and use for places of worship for a period of at least 5 years from the date of registration of the plan of subdivision.
- e) The Town shall establish within subdivision or other appropriate agreements, such conditions for the disposition of place of worship sites, including preferred pricing, as Council deems appropriate.

6.10.5 Day Care Centres

Day care centres shall be permitted in accordance with the provisions of Section 2.11 of the Official Plan (Revised 1987) as amended.

6.11 AUTOMOTIVE SERVICE

6.11.1 Automobile Service Stations

- a) Automobile Service Stations shall be permitted subject to the provisions of Section 3.4.2.6 of the Official Plan (Revised 1987) as amended.
- b) Notwithstanding the provisions of Section 3.4.2.6 of the Official Plan (Revised 1987) as amended, or the designations shown on Schedule 'AA', automobile service stations shall be permitted at the following locations, as identified on Schedule 'AA', and subject to the provisions of Section 6.11.1(c):
 - northeast corner of Highway 7 and the 9th Line;
 - northwest corner of Highway 7 and the existing Markham By-Pass; and
 - southeast corner of 16th Avenue and the 9th Line.
- c) The following provisions shall apply to the sites identified in Section 6.11.1(b):
 - i) The maximum permitted site area generally shall not exceed 0.6 hectare.
 - ii) The principal use in an Automobile Service Station shall be the retail sale of gasoline and similar petroleum products.
 - iii) The following accessory uses may be permitted:
 - the retail sale of automotive accessories and convenience items subject to the following:
 - the retail sales shall be conducted from within the principal building or gas bar kiosk;
 - the maximum floor area devoted to retail sales shall be 100 square metres exclusive of appropriate storage;
 - servicing and minor repairing essential to the operation of motor vehicles; and,
 - an automated car wash.
 - iii) The following uses shall not be permitted in an Automobile Service Station:
 - major mechanical repairs of automobiles;
 - automobile body repairs.
 - iv) Buildings and structures shall conform with applicable Town design guidelines, including those specifically established for development within the Secondary Plan area.

6.11.2 Automobile Service Centres

- a) Automobile Service Centres shall be permitted on lands designated Commercial Corridor Area on Schedule 'AA', subject to the provisions of Section 6.11.2(b).

- b) The following provisions shall apply to Automobile Service Centres:
 - i) Permitted uses in an Automobile Service Centre may include:
 - retail sales of automobile accessories, parts and service products; and,
 - automobile repairs and servicing.
 - ii) The following uses shall not be permitted in an Automobile Service Centre:
 - an automated car wash;
 - automobile body repairs;
 - the retail sale of gasoline and similar petroleum products; and,
 - the sale, leasing and rental of automobiles.
 - iii) All sales, storage, repairing and servicing shall be conducted from within wholly enclosed buildings.
 - iv) Where an automobile service centre is located on a lot adjoining Highway 7, the following provisions shall apply:
 - the customer waiting/accessory office areas shall be located along the Highway 7 frontage, with the service bays to the rear; and,
 - overhead doors shall not face Highway 7.
 - v) Buildings and structures shall conform with the applicable Town design guidelines, including those specifically established for development within the Secondary Plan.

6.12 HAZARD LANDS

Lands within the Hazard Lands designation shall be subject to the provisions of Section 3.10 of the Official Plan (Revised 1987) as amended.

7.0 HOUSING

7.1 GENERAL

It is the intent of this Secondary Plan to provide opportunities for a broad range of housing forms in the Cornell Community having regard for the housing policies established in Section 2.13 of the Official Plan (Revised 1987) as amended.

- a) The total number of dwelling units within the Secondary Plan area shall not exceed 10,000 inclusive of garden suite units [Section 6.1.3(b)] and units in mixed use designations. Residential development is permitted in the Neighbourhood General, Neighbourhood Centre, Mixed Use Corridor, Core Mixed Use and Core Residential designations as shown on Schedule 'AA' and subject to the provisions of this Secondary Plan.

- b) Notwithstanding the provisions of Section 7.1 (a), the total number of dwelling units shall not include any existing or future dwelling units approved for lands within the Hospital District as identified on Schedule 'BB'.
- c) Residential densities specified in Section 3.3.2(a) of the Official Plan (Revised 1987) as amended, shall apply to guide development approval, but may be varied in the zoning by-law provided:
- i) the housing mix and density provisions of Sections 7.1(d), 7.1(e) and 7.1(f) regarding the low, medium and high density housing categories are satisfied; and
 - ii) the provisions of this Secondary Plan in regard to the Development Phasing Plan and the Regulating Plans are satisfied.
- d) The total number of dwelling units specified in Section 7.1(a) shall be distributed in housing density categories in accordance with the target housing mix identified in Appendix 2. Notwithstanding this target housing mix, the total number of dwelling units in the High Density Housing Category may be increased to a maximum 20% of the total specified in Section 7.1(a) provided the additional high density units are located only within mixed use buildings on lands designated Core Mixed Use.
- e) Notwithstanding the density provisions of Section 3.3.2 of the Official Plan (Revised 1987) as amended, the following density provisions shall also apply to the housing density categories of this Secondary Plan, identified herein and in Appendix 2:
- i) Low Density Housing
The average net site density of all units in the Low Density Housing Category shall be within the range of 17.0 to 37.0 units per hectare (6.9 to 14.9 units per acre).
 - ii) Medium Density Housing
The average net site density of all units in the Medium Density Housing Category shall be within the range of 37.1 to 79.9 units per hectare (15 to 32.3 units per acre).
 - iii) High Density Housing
The average net site density of all units in the High Density Housing Category shall be within the range of 80.0 to 148.0 units per hectare (32.4 to 60.0 units per acre).
- f) For the purposes of calculating the average net site density for each density category, and for the purpose of confirming housing mix based on the proportion of dwelling units in each density category, dwellings will be assigned to a density category based on the land use designation in which they occur, as follows:

Housing
Densities
Marked
Group

DENSITY CATEGORY	CONTRIBUTING LAND USE DESIGNATIONS
Low	Neighbourhood General
Medium	Neighbourhood Centre Mixed Use Corridor
High	Mixed Use Corridor (Central Corridor only) Core Residential Core Mixed Use

Procedures for the assignment of dwelling units from the particular land use designations to the density categories will be established as part of the required Development Phasing Plan (Section 13.2.2).

- g) It is intended that there be a range of housing opportunities within the Secondary Plan area, but recognizing that the highest densities shall occur in the Central District north of Highway 7 and that the lowest densities shall occur in the neighbourhoods adjoining the Future Markham By-Pass.
- h) An overall target housing mix for the Secondary Plan area is set out in Appendix 2. The required Development Phasing Plan (Section 13.2.2) is to include the distribution of housing by density and mix. The Regulating Plan for each Neighbourhood (Section 13.3) will identify, in detail, the composition and distribution of the anticipated housing stock including the number and location of affordable and assisted housing units and how these relate to the distribution identified in the Development Phasing Plan.
- i) Notwithstanding the maximum number of dwelling units provided for in Section 7.1(a), the Town reserves the right to monitor and ensure, through the approval of the Regulating Plans and plans of subdivision, that the densities and mix of housing types within each Neighbourhood is appropriate and is consistent with the provisions of the Development Phasing Plan (Section 13.2.2), the Official Plan (Revised 1987) as amended, and this Secondary Plan.

8.0 EMPLOYMENT

- a) Sufficient lands are designated to accommodate a range of retail, office and institutional activities generating between 8,000 and 10,000 jobs.

- b) The majority of the potential employment will be located in the Central District and the Hospital District. Additional employment potential is provided through provision for commercial and institutional activities within the neighbourhoods. Home occupations are also expected to contribute to employment.
- c) Development approvals for lands designated for mixed use (housing and employment) will be monitored to ensure that short term housing approvals do not preclude opportunities for the development of employment uses.
- d) As part of the required Development Phasing Plan (Section 13.2.2), the lands identified for employment activity will be translated into employment targets. The Town will monitor these targets in order to ensure that the provision of jobs is achieved in accordance with the Development Phasing Plan.

In the event that the employment targets are not being satisfactorily achieved, the Town will determine the need to alter the supply of employment land, including the possible redesignation of land south of Highway 7 and west of the proposed interchange of the Future Markham By-Pass with Highway 407. Provisions to protect this option are contained in Section 6.1.3(f).

9.0 TRANSPORTATION

9.1 GENERAL

- a) Components of the proposed transportation system serving the Secondary Plan area shall include road, transit, bicycle and pedestrian routes and facilities.
- b) Components of the transportation system shall be planned and provided in accordance with the policies of the Official Plan (Revised 1987) as amended, and the policies of this Secondary Plan.
- c) The findings and recommendations of the Markham Transportation Planning Study shall be recognized and addressed in determining the function and design requirements for components of the transportation system and transit supportive patterns of land use within the Secondary Plan area.
- d) i) Roads shall be provided in accordance with the requirements of Section 5 of the Official Plan (Revised 1987) as amended, and adopted Town design standards. Notwithstanding the general provisions of Section 5 of the Official Plan, specific alternate provisions and standards may be established through this Secondary Plan that further define the classification, function and design requirements of roads and other components of the transportation system.
Possible alternate descriptions and right-of-way requirements for roads are provided in Appendix 1 to this Secondary Plan, and shall assist in further defining the road

system.

Final designs and requirements for roads and other components of the transportation system shall be established based on the findings and recommendations of the following studies:

- Markham Transportation Study
- Internal Traffic Study
- Traffic Impact Assessment
- Urban Design and Amenity Guidelines
- Comprehensive Streetscape Plan
- Open Space Master Plan.

These studies shall be completed and the requirements for all transportation system components confirmed to the satisfaction of the Town in consultation with other concerned agencies, prior to approval of development within the Secondary Plan area.

ii) In addition to the foregoing studies, four additional studies affect the final alignments and design requirements for roads. These include:

- a Route Feasibility Assessment Study to determine the route of the Future Markham By-Pass, between Highway 7 and Highway 48;
- an Environmental Assessment Study to determine the route of the Planned Link (Future Markham By-Pass) south of Highway 7;
- an Environmental Assessment or comparable study to determine the ultimate alignment of Highway 7 east of the existing Markham By-Pass; and,
- an Environmental Assessment Study (in progress) to determine the route for future Highway 407.

These studies shall be required to be completed to the satisfaction of the Town prior to finalizing the routes or designs of the roads concerned and prior to confirming the pattern of land use on adjoining lands.

- e) Road classifications and right-of way requirements established for the Secondary Plan area by the Official Plan (Revised 1987) as amended, and this Secondary Plan, shall be subject to confirmation through the studies identified in Section 9.1(d).

Minor revisions to these requirements to incorporate design features such as streetscaping and bikeways may be made without further amendment to this Secondary Plan provided the requirements are established and confirmed through detailed studies and development approvals.

- f) The proposed system of principal roads serving the Secondary Plan area is shown on Schedule 'CC'. The routes of roads, other than those currently existing, are schematic only and are intended to be confirmed through more detailed route alignment studies or

the approval of Regulating plans and subsequent development approvals. Consequently, the routes may be revised without further amendment to this Secondary Plan.

- g) The alignments and rights-of-way of all roads within each neighbourhood shall be established in Regulating Plans (Section 13.3) and confirmed through plans of subdivision, in accordance with road function and design standards established by the Town.

9.2 PROVINCIAL HIGHWAYS

9.2.1 Highway 407

- a) The southern boundary of the Secondary Plan area corresponds to the northern limit of the right-of-way of Future Highway 407 including potential interchange requirements. The technically preferred alignment of the Ministry of Transportation is shown schematically on the Schedules to the Secondary Plan. The final alignment will be confirmed through the Environmental Assessment process currently in progress.
- b) The Town supports early construction of the interchange of Highway 407 with the Future Markham By-Pass.
- c) The Town does not support construction of a full interchange at Highway 407 and the 9th Line unless the need for this interchange is demonstrated, after the interchange with the Future Markham By-Pass is operational. Sufficient land for this interchange shall be reserved.

9.2.2 Highway 7

- a) Highway 7 traverses the southern portion of the Secondary Plan area. Notwithstanding the current designation of this road as a Highway, the Town supports the ultimate function and design for this road, between the 9th Line and the Future Markham By-Pass, as an urban arterial and intends that development adjoining the Highway should be approved on this basis and in accordance with the requirements established for a Major Arterial Road. Pending confirmation of such requirements, a right-of-way consistent with the requirements for a Major Arterial Road shall be protected.
- b) A portion of Highway 7 within the Secondary Plan area east of the 9th Line is intended to be widened within its current alignment. The design for this widening shall be done in a manner to support the ultimate function of this road as an urban arterial.

- c) The alignment of Highway 7 east of the existing Markham By-Pass may be altered to facilitate a more northerly crossing of the Little Rouge Creek. The final alignment will be determined in the context of an Environmental Assessment Study. The Town supports the early completion of this Study by the Ministry of Transportation in order to determine the preferred alignment concurrently with planning for the proposed Rouge Park.
- d) Any realignment of Highway 7, as described in Section 9.2.2 (c), may require the realignment of other roads in the vicinity, including the Future Markham By-Pass and Reesor Road.

Approval of urban development on adjoining lands that may be affected by these realignments shall be deferred until all alignments and road design requirements have been confirmed, to the satisfaction of the Town in consultation with other concerned agencies.

9.3 ARTERIAL ROADS

9.3.1 Future Markham By-Pass

- a) The alignment of the Future Markham By-Pass shown on Schedule 'C' is schematic only. The ultimate alignment of this road shall be determined as the result of the following studies:
 - a Route Feasibility Assessment Study to determine the route alignment north of Highway 7; and,
 - an Environmental Assessment Study to determine the route of the Planned Link south of Highway 7.
- b) The Route Assessment Feasibility Study will address:
 - i) the function and design requirements for the By-Pass including its intersection with Highway 7;
 - ii) intersection requirements;
 - iii) access requirements for lands to the east of the route and to Reesor Road;
 - iv) possible environmental impacts, and required mitigation; and,
 - v) the route of the road relative to the proposed Rouge Park.

9.3.2 Central Corridor

- a) The Central Corridor is the main north-south road extending through most of the Secondary Plan area. It is intended that this road shall be designed to accommodate exclusive transit lanes and link to a busway serving two future transit stations in the southern portion of the Secondary Plan area.

9.3.3 9th Line

- a) The 9th Line is currently designated as a Major Arterial Road in the Official Plan (Revised 1987) as amended. The 9th Line north of Highway 7 is scheduled to come under the jurisdiction of the Region of York, bringing the road entirely under Regional jurisdiction within the Town.

It is anticipated that functional and design requirements for the 9th Line will be established by the Region of York.

9.4 Collector Roads

- a) The proposed system of Major and Minor Collector Roads is shown on Schedule 'CC'. The design requirements for the collector roads shall be determined in accordance with the pertinent findings and recommendations of the studies identified in Section 9.1(d). Routes will be confirmed through the approval of Regulating Plans and implemented through subsequent development approvals.

9.5 Local Roads

9.5.1 General

- a) The system of Local Roads shall include the primary road network providing frontage for lots and development parcels and a complementary system of rear alleys and lanes providing access for required on-site parking and service vehicles. All lots and development parcels used for residential or commercial purposes shall have full frontage on a local road and shall have sufficient frontage on an alley or lane to access the required on-site parking and service area.
- b) The design requirements for local roads shall be determined in accordance with the pertinent findings and recommendations of the studies identified in Section 9.1(d). Routes will be confirmed through the approval of Regulating Plans and implemented through subsequent development approvals.
- c) Notwithstanding the provisions of Section 5.3.5 (b)(i) of the Official Plan (Revised 1987) as amended, local roads shall be organized to form a network intersecting whenever possible with the principal roads designated on Schedule 'CC', in order to maximize permeability throughout the Secondary Plan area.
- d) Notwithstanding the provisions of Section 5.3.3(b)(iii) of the Official Plan (Revised 1987) as amended, local roads may intersect with arterial roads, in order to maximize connectivity to the arterial road system.

9.5.2 Alleys and Lanes

- a) A secondary and complementary system of public roads at the rear of lots and development parcels used for residential or commercial purposes shall be developed within the urban portion of the Secondary Plan area. This system shall be comprised of rear alleys and lanes providing access to the required on-site parking and service areas.
- b) Functional and design standards for alleys and lanes shall be established by the Town, based on the descriptions contained in Appendix 1 and the findings and recommendations of the following studies:
 - Internal Traffic Study
 - Traffic Impact Assessment
 - Cornell: Municipal Infrastructure Servicing StandardsDetailed designs for alleys and lanes shall be established in the approval of Regulatory Plans and subsequent development approvals.
- c) Public utilities may be located within alleys and lanes subject to functional and design standards established by the Town.
- d) Alleys and lanes shall be planned to provide for “through” traffic movements.

9.6 Public Transit

9.6.1 General

- a) The Town will work with other transit services, the Region of York and the Province of Ontario to develop a system of transit service for the Secondary Plan area, pursuant to the provisions of Section 5.6 of the Official Plan (Revised 1987) as amended.
- b) Transit services will be implemented on a phased basis, based on acceptable operational and financial criteria.
- c) It is intended to develop a series of transit routes that serve and link the centres of each neighbourhood. There will be a transit stop at the centre of each neighbourhood located so as to be within 400 metres of most households. Additional transit stops on the neighbourhood routes and on routes flanking neighbourhoods will be implemented as required.
- d) Local transit services, serving the neighbourhoods, shall connect to the future transit station in the Central Core identified on Schedule ‘CC’.

9.6.2 Transit-Supportive Development

To facilitate the development of a transit supportive urban structure, the following measures shall be reflected in development proposals, including the subdivision of land:

- a) provision of a local road pattern and related pedestrian routes that provide for direct pedestrian access to transit routes and stops;
- b) documentation of walking distances to ensure all areas within the Secondary Plan area are adequately served by public transit;
- c) provision for transit stops and incorporation of busbays where appropriate into road design requirements;
- d) transit waiting areas incorporated into buildings located adjacent to transit stops;
- e) the relevant provisions of Section 11.0;
- f) the requirements contained within the “Transit Supportive Land Use Planning Guidelines” (Ministry of Municipal Affairs and Ministry of Transportation of Ontario); and.
- g) the policies and objectives of the Town of Markham’s Transit Accessibility Implementation Plan.

9.6.3 Busway and Transit Stations

- a) A future busway and the locations for two future transit stations are shown schematically on Schedule ‘CC’. The Major Arterial Road within the Central Corridor is intended to link to a Busway at the southern end of the Secondary Plan area. This arterial road and the Busway are intended to accommodate transit routes including exclusive transit lanes. The Central Corridor road will allow for transit connections to the proposed rapid transit station at Mount Joy. The Busway will provide direct access to two proposed transit stations, one at Highway 7 and one at Highway 407.
- b) The Transit Station at Highway 7 in the Central Core will provide for transfers between local transit routes and for connections from local to regional transit services. It is intended that the station location will be determined during preparation of the Regulating Plan for the Central District and confirmed through development approvals. The Town may require the dedication of lands for the transit station.
- c) The Transit Station at Highway 407 will provide for transfers from local or regional services to inter-regional services on the proposed transitway on Highway 407. The station location will be determined within the context of detailed designs for Highway 407, and Town and agency review of proposals for stormwater management facilities or other permitted uses in the western portion of the Open Space Reserve.
- d) The right-of-way for the Busway shall be sufficient to accommodate at least two exclusive lanes for transit vehicles and where required, sufficient lanes for other vehicles requiring access to development parcels.

9.7 Pedestrian and Bicycle Path System

- a) The Secondary Plan area shall have pedestrian and bicycle path systems which serve the entire Community and which are linked with other pathway systems in the Town. These shall be developed in accordance with the findings and recommendations of the Open Space Master Plan (Section 6.9.3) and the Comprehensive Streetscape Guidelines (Section 11.6.1).

9.8 Parking

- a) It is intended that on-street parking will be encouraged at appropriate locations on all roads, with the exception of alleys, lanes, Regional roads and the busway, in order to assist in calming traffic movement and thereby enhancing pedestrian safety.
- b) Off-street parking for all uses shall be required and shall be provided on-site, primarily with access from rear lanes.
- c) Parking shall be required in accordance with the provisions of the Zoning By-law.

10.0 SERVICES & UTILITIES

10.1 GENERAL

All new development within the urban portion of the Secondary Plan area will be on full municipal services.

10.2 SANITARY SEWERS

This Secondary Plan area will be serviced by sanitary sewers extended from the York Durham Sewage System. The assignment of sewage flow and treatment capacity to the subject lands will be determined by the Town as part of the Development Staging Strategy (Section 13.2.1). Construction of required infrastructure will be based on detailed engineering and design studies to be approved by the Town in consultation with the Region of York and concerned agencies.

10.3 WATER SUPPLY

A piped municipal water supply will be provided from the York Water Supply System. The assignment of a water supply to the subject lands will be determined by the Town as part of the Development Staging Strategy (Section 13.2.1). Construction of required infrastructure will be based on detailed engineering and design studies to be approved by the Town in consultation with the Region of York and concerned agencies.

10.4 STORMWATER MANAGEMENT

- a) In accordance with established policy, the stormwater drainage system will be designed to the satisfaction of the Town of Markham, in consultation with the Metropolitan Toronto and Region Conservation Authority, the Ministry of Natural Resources and the Ministry of the Environment and Energy.
- b) A Stormwater Management and Environmental Strategy (draft prepared) must be approved by the Town in consultation with the Metropolitan Toronto and Region Conservation Authority prior to any draft plan of subdivision or site plan approvals. The purpose of this study is to ensure that individual development applications within the Secondary Plan area are consistent with an overall scheme for drainage and stormwater management.
- c) The treatment of stormwater in relation to watercourses within the Secondary Plan area shall be approved by the Town:
 - i) in consultation with the Metropolitan Toronto and Region Conservation Authority and the following agencies as required:
 - the Ministry of Natural Resources;
 - the Ministry of Environment and Energy; and,
 - the Ministry of Transportation;
 - ii) consistent with, and subject to approval of the Stormwater Management and Environmental Strategy for the area; and
 - iii) in accordance with an approved Master Servicing Plan to be prepared for the area, to the satisfaction of the Town as provided for in Section 10.5.
- d) Storm drainage reports outlining options and costs shall be prepared to the satisfaction of the Town and shall be approved as a condition of draft approval of plans of subdivision.
- e) Stormwater facilities shall be permitted in accordance with the provisions of Sections 6.1.3(d), 6.9.10.1(a)(iii) and 6.9.10.2(b)(iii). The location of stormwater management facilities shall not preclude the protection and construction of the Busway or Future Transit Station north of Highway 407 in the Open Space Reserve.

10.5 MASTER SERVICING PLAN

- a) Prior to approval of development within the Secondary Plan area, the landowners shall prepare to the satisfaction of the Town a Master Servicing Plan to address the provision of sanitary and water services. This Plan shall reflect the findings and recommendations of the Town's Master Servicing Study and Environmental Management and Servicing Study.

- b) The Master Servicing Plan shall identify the technical and financial requirements to provide the following services to support urban development:
- sanitary sewers,
 - water supply,
 - stormwater management,
 - transportation facilities, and,
 - hydro electric power.

The Master Servicing Plan shall serve as a contributing source of information for the Development Phasing Plan and required developers' group agreements.

10.6 UTILITIES AND TELECOMMUNICATIONS

- a) All local power and telephone lines and other "cable" services serving the urban portion of the Secondary Plan area shall be located underground and shall be grouped into a single utility conduit, wherever possible.
- b) Utility services shall be permitted in all land use designations, except the Open Space - Environmentally Significant Area and Hazard Lands designations.
- c) The Town will support the provision of electronic communications technology involving high capacity fibre optics to enhance telecommunications services within the Secondary Plan area.
- d) Cable requirements for telecommunications shall be located underground consistent with the intent of Section 10.6(a).

11.0 URBAN DESIGN AND AMENITY

11.1 GENERAL PROVISIONS

Appropriate urban design, including measures to ensure:

- the provision of a clearly defined public realm;
- a standardized pattern of lotting for development blocks;
- predictable and consistent built form; and,
- safety, accessibility and comfort in the pedestrian environment

is integral to the achievement of the Town's goal and objectives for the Cornell community.

11.2 PUBLIC REALM

The public realm comprises public streets, lanes and alleys, parks and open spaces and the public use activity areas of public lands and buildings.

11.2.1 Streets, Lanes and Alleys

It is intended that streets, lanes and alleys will:

- a) provide access for vehicles, pedestrians and bicycles, opportunities for vistas, view corridors and pedestrian amenity areas, and space for utilities and services;
- b) be subject to comprehensive streetscape requirements, including landscaping, that will ensure that the public realm is consistent in quality and design; and,
- c) generally, be aligned to create a modified rectilinear grid pattern that defines development blocks.

11.2.2 View, and Focal Points

- a) The preservation, enhancement and creation of significant views and focal points shall be encouraged by:
 - i) preserving and enhancing views to natural features, including woodlots, topographic features, water bodies, and across open spaces;
 - ii) providing opportunities for views of important public buildings, heritage buildings, open spaces, natural features, and other landmarks; and,
 - iii) providing for sites to terminate streets and view corridors.
- b) To recognize the importance of public and institutional buildings in the community and to enhance their public status these buildings are encouraged to be sited at the following locations:
 - i) at the termination of a street or view corridor;
 - ii) at street intersections;
 - iii) on the Central Corridor road; and,
 - iv) sites that enjoy prominence due to topographic and natural features.

11.2.3 Location of Buildings with Respect to Streets and Open Space

To reinforce the street, lane and block pattern established by this Secondary Plan, the following measures will be employed:

- a) buildings will be aligned parallel to a public street;
- b) buildings will be located in close proximity to the property line adjoining the public street;
- c) buildings on corner sites will be sited and massed toward the intersection of the adjoining public streets;

- d) siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public streets;
- e) siting and massing of buildings will contribute to and reinforce the comfort, safety, and amenity of the public streets;
- f) buildings located adjacent to, or at the edge of parks and open spaces, will provide opportunities for overlook onto the open space; and,
- g) the massing, siting and scale of buildings located adjacent to, or along the edge of a park or open space will create a degree of enclosure or definition appropriate to the type of open space they enclose.

11.3 DEVELOPMENT BLOCKS AND LOTS

- a) It is the policy of this Secondary Plan:
 - i) that all the available urban lands are to be subdivided into a series of development blocks, defined by the modified rectilinear grid system of public streets and lanes; and,
 - ii) to prohibit reverse lotting adjacent to primary public streets.
- b) The size and configuration of each development block will:
 - be appropriate to its intended use;
 - facilitate and promote pedestrian movement; and,
 - provide a sufficient number and, where appropriate, a range of building lots to achieve cost effective and efficient development.
- c) Each development lot in a block will:
 - have frontage on a public street,
 - incorporate on-site parking and a service area that are accessed from a public lane or alley,
 - be of sufficient size and appropriate configuration to accommodate development that reflects the planning and urban design policies set out in this Secondary Plan,
 - contain no more than one principal building.

11.4 BUILT FORM

11.4.1 Building Compatibility

New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in negative impacts on adjacent properties particularly in regard to overlook, shadowing, wind and other environmental factors.

11.4.2 Building Heights

Principal buildings erected in the following land use designations, as shown on Schedule 'AA' - Land Use Plan shall generally comply with the following height provisions:

■ Neighbourhood General	not to exceed 3½ storeys
■ Neighbourhood Centre	range of 2 to 3½ storeys
■ Mixed Use Corridor (Central)	range of 3 to 8 storeys
■ Mixed Use Corridor (Highway 7)	range of 2 to 6 storeys
■ Core Mixed Use	range of 2 to 6 storeys
■ Core Residential	range of 4 to 6 storeys
■ Core Office	range of 2 to 6 storeys
■ Commercial Corridor Area	range of 1 to 4 storeys

11.4.3 Siting, Massing and Scale of Buildings

- a) Siting and massing of new buildings will provide an appropriate degree of continuity and enclosure to the public street and open spaces that the buildings frame.
- b) Comfortable microclimatic conditions, including sunlight access, sky views and wind conditions, public safety, and adequate privacy conditions for residential buildings and their outdoor amenity areas, will be provided and maintained.
- c) Siting, massing and scale of residential buildings permitted in those areas designated Neighbourhood General and Neighbourhood Centre, as shown on Schedule 'AA' - Land Use Plan will reflect traditional rural and urban Ontario residential building types.
- d) Siting, massing and scale of mixed-use buildings permitted in Neighbourhood Centre designations and buildings in Core Mixed Use designations that front on to the main shopping street will reflect building types typically found on a traditional "Ontario Main Street".
- e) To ensure these policy requirements are achieved, the implementing zoning by-laws for this Secondary Plan will:
 - i) establish consistent relationships between buildings and their associated property limits; and,
 - ii) establish building height limits as generally set out in Section 11.4.2.

11.4.4 Location of Building Entrances

- a) To support public transit and for reasons of public safety and convenience, primary entrances to principal buildings should be clearly visible and located on a public street frontage.

- b) Access from sidewalks and public open space areas to primary building entrances should be convenient and direct, with minimum changes in grade, and should be accessible to people who are physically challenged (mobility impaired).

11.4.5 Parking and Servicing

- a) To minimize disruptions to the safety and attractiveness of the public streets, the system of public lanes and alleys will provide the primary access for on-site parking and servicing functions.
- b) To enhance the quality and safety of the public street, the construction of private parking lots and structures which occupy the at-grade frontage of public streets is discouraged.
- c) To reduce the impact of surface parking and to provide at grade amenity areas the provision of underground parking shall be encouraged for higher density development in the Central Corridor and Central District, as shown on Schedule 'BB'.
- d) Where it is not feasible to locate parking below grade, parking should be located to the rear of principal buildings.

11.5 PEDESTRIAN ENVIRONMENT

11.5.1 Public Safety

To promote safety and security in public places, including streets, parks and open spaces, schools, public transit routes and the public use activity areas of buildings, the following measures are encouraged:

- a) the design and siting of new buildings should provide opportunities for visual overlook and ease of physical access to adjacent streets, parks and open spaces;
- b) clear, unobstructed views to parks and open spaces should be provided from the adjoining streets;
- c) appropriate lighting, visibility and opportunities for informal surveillance should be provided for all walkways, parking lots, garages and outdoor amenity areas; and,
- d) public use activity areas located within buildings should be located at-grade and oriented to the public street.

11.5.2 Pedestrian Circulation

To ensure ease of access for the pedestrian and the enjoyment of public streets and other outdoor spaces, the following measures are encouraged:

- a) public-oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented toward public streets;
- b) provision of a consistent level of streetscape design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage; and,
- c) avoiding the location of building ventilation systems in pedestrian areas.

11.5.3 Wind, Sun and Weather Protection

- a) To protect pedestrians from the negative winds produced by buildings and structures and to ensure comfortable walking and sitting conditions in public and open spaces, wind testing may be required to establish the appropriate size, mass and height of development, and the locations of mitigating features.
- b) To ensure adequate sunlight availability on parks, public open spaces and pedestrian areas, the Town may regulate building heights, siting and massing.
- c) Along major transit routes, and other locations where it is appropriate to provide pedestrians with protected passage, durable, easy to maintain, weather protection systems, such as building overhangs, canopies, colonnades, and awnings, shall be integrated into building design.

11.6 IMPLEMENTING STUDIES

The Urban Design policies contained within this Secondary Plan, set out general criteria for the development of both the public realm and private lands. These policies also provide the basis for more detailed study that is necessary to develop specific standards and regulations to guide the approval of development, including the subdivision of land and site plan control. In addition, it is necessary to develop specific design requirements for the street, as this Secondary Plan places significant emphasis on the importance of a clearly defined public realm and recognizes that the street will perform a multi-functional role with respect to servicing, transportation and pedestrian needs.

The required Urban Design and Amenity Guidelines (Section 11.6.2) will establish specific regulatory requirements, and will be the principal control document on design matters for the Cornell Secondary Plan.

For this reason, it is anticipated that the findings of the Comprehensive Streetscape Plan and the Open Space Master Plan (Section 6.9.3) together with the findings of the Town of Markham's Transit Accessibility Plan and the "Transit Supportive Land Use Planning Guidelines (Ministry of Municipal Affairs and Ministry of Transportation, Ontario) will be incorporated into the Urban Design and Amenity Guidelines.

11.6.1 Comprehensive Streetscape Plan

A Comprehensive Streetscape Plan will be prepared for the Secondary Plan area to the satisfaction of the Town, prior to approval of Regulating Plans. This Plan will address the following:

- i) the function, design and treatment of street types;
- ii) a continuous bicycle route system;
- iii) a continuous pedestrian route system, including public sidewalks;
- iv) requirements for the mobility impaired, such as safety and security features, treatments at bus stops, standards for the placement of street furniture, sidewalk maintenance and design, including curb cuts so as to provide a continuous barrier free path to transit services; and,
- v) guidelines for the relationship of buildings to streets, the arrangement of buildings on lots, setbacks to the street and the placement of parking and garages.

11.6.2 Urban Design and Amenity Guidelines

Prior to approval of Regulating Plans, Urban Design and Amenity Guidelines will be prepared to the satisfaction of the Town for all lands to be used for urban purposes within the Secondary Plan Area.

These guidelines will provide specific criteria for the evaluation of development applications and will address:

- i) street, block and lotting pattern;
- ii) building height, massing and form, setbacks of buildings and treatment of on-site parking;
- iii) design guidelines and requirements for proposed public and private open spaces;
- iv) requirements to address microclimatic impacts in the built environment;
- v) architectural design requirements including building materials and landscape elements; and,
- vi) the location and design treatment of landmark architectural features.

12.0 HERITAGE CONSERVATION

- a) Conservation of heritage resources shall be consistent with the provisions of Section 2.5 of the Official Plan (Revised 1987) as amended.
- b) Twenty-two buildings having heritage significance have been identified by the Town within the Secondary Plan area (Appendix 3).

- c) It is intended to encourage the retention and conservation of buildings of architectural and/or historical merit on their original sites and to promote the integration of these resources into new development proposals in their original use or an appropriate adaptive re-use.
- d) As a condition of further development approval the Town will secure satisfactory financial guarantees to fully restore or reconstruct any damaged or demolished heritage structures.
- e) It is intended that new development adjacent to a heritage building shall be compatible with, and complementary to, the distinctive and historic character of the building. In particular, regard shall be had for the scale, massing, setback, building design and architectural treatment of adjacent development.
- f) A pioneer cemetery located in Lot 14 Concession 10 within the Open Space Reserve shall be retained, consistent with the provisions of Section 2.5(h) of the Official Plan (Revised 1987) as amended.
- g) Prior to recommending draft approval of plans of subdivision or approval of site plans, the Town, in consultation with the Ministry of Culture, Tourism and Recreation, shall require proponents of development to carry out archaeological surveys and assessments for the lands within the Secondary Plan area to be used for urban development or supporting infrastructure under the supervision of a licensed archaeologist.

If significant archaeological remains are found, measures to excavate or protect the site(s) of such remains shall, as deemed appropriate, be undertaken by the proponents of the development to the satisfaction of the Town in consultation with the Ministry of Culture, Tourism and Recreation.

13.0 IMPLEMENTATION

13.1 GENERAL

- a) This Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, RSO 1990, other applicable Provincial legislation, and the provisions of the Official Plan (Revised 1987) as amended and this Secondary Plan.
- b)
 - i) Pursuant to the provisions of Section 2.2.1 of the Official Plan (Revised 1987) as amended, the Town shall require completion of studies to determine possible negative impacts of noise and the need for noise attenuation measures. Such studies shall be approved by the Town in consultation with concerned agencies.
 - ii) Required noise attenuation measures shall be incorporated as conditions of subdivision and site plan approval.

- iii) Noise attenuation measures shall be consistent with the findings and recommendations of:
 - the Urban Design and Amenity Guidelines,
 - the Comprehensive Streetscape Plan, and
 - the Open Space Master Plan.
- c) Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities.

These works shall be provided for in the subdivision and site plan agreements. Phasing of the development, based on the completion of the external road works, may be implemented, if required by the Town.
- d) Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required sanitary sewer and water supply facilities.

These works shall be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of external sewer and water services may be implemented, if required by the Town.
- e) The Town shall control signage within the Secondary Plan area through the provisions of the Sign By-law and the Urban Design Guidelines.
- f) The Town shall encourage development within the Secondary Plan area that is consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction.

13.2 DEVELOPMENT PHASING

13.2.1 Development Staging Strategy

- a) Prior to the approval by the Town of the Development Phasing Plan (Section 13.2.2) and therefore prior to the approval of any development proposals within the Secondary Plan area, the Town shall adopt a Development Staging Strategy to establish the schedule and requirements for the provision of infrastructure, required to support urban development for the lands in the Future Urban Area pursuant to the provisions of Section 3.1.1 of the Official Plan (Revised 1987) as amended.
- b) Notwithstanding the adoption of a Secondary Plan for the subject lands, the assignment and phasing of capacity for sanitary and water services will be determined through adoption of the Development Staging Strategy and in accordance with the Development Phasing Plan, as approved by the Town. Allocation of servicing will be confirmed through the execution of applicable subdivision or site plan agreements.

13.2.2 Development Phasing Plan

Prior to the approval of development within the Secondary Plan area, a Development Phasing Plan dealing with all lands within the Secondary Plan area to be used for urban purposes shall be prepared by the proponents of development to the satisfaction of the Town, in consultation with concerned agencies.

The Development Phasing Plan shall describe the intended sequence of development within the Secondary Plan area both geographically and chronologically including the provision of necessary supporting infrastructure, community facilities and the treatment of significant natural features. The Development Phasing Plan will address the following:

- a) the anticipated timetable for approval, and the planned distribution, of housing by density, mix of dwelling types, and affordability by identified phases for the Secondary Plan area. Phase boundaries shall generally reflect the pattern of neighbourhoods (or equivalent) and districts as shown on Schedule 'BB';
- b) the intended distribution and various types of non-residential development, including as appropriate, floorspace estimates of retail, office and institutional uses and the resulting anticipated employment by type. The intended construction and occupancy of this development, relative to the growth of the housing stock will be specifically identified;
- c) the required timetable to provide necessary community and public facilities relative to the construction and occupancy of dwellings, including but not necessarily limited to parks, schools, community centres, daycare centres and libraries, where applicable;
- d) in accordance with the Development Staging Strategy (Section 13.2.1), the intended schedule relative to development for the construction and operation of major infrastructure for piped services, including the planned trunk routes. In the case of stormwater management facilities, the schedule of construction, including interim facilities and the mitigation of environmental impacts will also be identified;
- e) the intended schedule for the construction or reconstruction of major internal and boundary roads including routes intended for construction vehicles;
- f) in consultation with the Town, the schedule for the extension of transit services into the Secondary Plan area, including links to higher order transit services. The required timetable to introduce transit facilities, including partial and fully exclusive routes and stations will also be identified;
- g) the schedule relative to development for the construction and operation of major "piped" utility facilities and all "cable" services;

- h) the schedule for the delivery of such other infrastructure and facilities that may be identified as necessary to support the proposed development and that may be introduced on a phased basis;
- i) the Development Phasing Plan will recognize the findings and recommendations of studies required by this Secondary Plan that have a bearing on phasing of development;
- j) where appropriate, the relationship between the timing of construction and the operation of the various elements in Section 13.2.2(d) and (e) shall also be identified; and
- k) where required by the Town, the estimated costs and cost recovery associated with the elements noted in Section 13.2.2(c) shall also be identified.

13.3 REGULATING PLANS

Prior to the approval of development within the Secondary Plan area, Regulating Plans shall be prepared by proponents of development to the satisfaction of the Town, in consultation with concerned agencies. The boundaries for the Regulating Plans shall coincide with the boundaries of the Neighbourhoods (or equivalent) and Districts established as phases in the Development Phasing Plan, as described in Section 13.2.2. A Regulating Plan shall be used to confirm and control the implementation of the intended pattern of development within a Neighbourhood or District.

A Regulating Plan shall include:

- a) the proposed pattern of streets and development blocks;
- b) the proposed network of streets, transit, pedestrian and bicycle routes;
- c) based on the Comprehensive Streetscape Plan (Section 11.6.1) and the Urban Design Guidelines (Section 11.6.2), specific urban design issues to be addressed in implementing plan(s) of subdivision or site plan approvals;
- d) the location of specific features, sites and residential lots within the plan area such as corner lots and T-intersections that require specific lot and building placement, orientation and architectural features;
- e) the proposed pattern of land use including the distribution of residential density and the proposed scale of non-residential areas;
- f) based on the Open Space Master Plan (Section 6.9.3), the location and configuration of uses such as school sites, parks, open space buffers, environmental and heritage features;

- g) the composition and distribution of the housing stock including densities, mix and the number and location of affordable and assisted dwelling units;
- h) where applicable, the anticipated boundaries of implementing plans of subdivision; and,
- i) in the case of a school site, the proposed pattern of alternate land use, in the event that the site is not required for school use.

13.4 DEVELOPMENT CHARGES

- a) Prior to the approval by the Town of any development proposal within the Secondary Plan area, the Town shall have approved a Development Charges Study and adopted a Development Charges By-law identifying the charges applicable to the lands within the Secondary Plan area.

13.5 SUBDIVISION AND CONSENT

13.5.1 Plans of Subdivision

Plans of subdivision shall only be recommended for approval which conform with the approved Development Phasing Plan (Section 13.2.2) and the relevant approved Regulating Plan (Section 13.3) and which are consistent with the requirements established in:

- i) the Master Servicing Plan,
- ii) the Open Space Master Plan,
- iii) the Urban Design and Amenity Guidelines,
- iv) the Comprehensive Streetscape Plan,
- v) the Stormwater Management and Environmental Strategy,
- vi) Development Charges By-law, and,
- vii) any pertinent legal agreements.

13.5.2 Consents

Subdivision of land shall generally take place by plan of subdivision. Consents may be permitted in accordance with the provisions of Section 2.7 of the Official Plan (Revised 1987) as amended, the applicable provisions of this Secondary Plan and the implementing zoning by-law.

13.6 ZONING

13.6.1 Zoning By-law

- a) Appropriate zoning regulations and standards shall be prepared to conform with and implement the provisions of this Secondary Plan. Zoning standards shall reflect the findings and recommendations of the Urban Design and Amenity Guidelines, the Comprehensive Streetscape Plan and the Open Space Master Plan. Zoning shall relate to a plan of subdivision or site plan that is consistent with an approved Regulating Plan.

13.6.2 Hold Zoning

The lands within the area of this Secondary Plan may be zoned with an 'H' holding symbol, preceding the use designation in accordance with Section 7.3(c) of the Official Plan (Revised 1987) as amended.

A holding symbol may be applied to part or all of the lands within the Secondary Plan area, if required to ensure that adequate infrastructure is available to serve such lands. No development shall occur on any lands within the area zoned with an (H) holding symbol until the (H) holding symbol has been removed by an amendment to the by-law. Such an amendment removing the (H) holding symbol shall not be passed until the following conditions have been met:

- a)
 - i) a plan of subdivision has been draft approved and a related subdivision agreement between the landowner and the Town has been executed; or,
 - ii) a consent has been granted by the Committee of Adjustment and a Development Agreement between the owner and the Town has been executed; or,
 - iii) the Town has determined that subdivision approval is not required, and has granted site plan approval and a Site Plan Control agreement between the owner and the Town has been executed; and,
- b) The Town has been satisfied that adequate water and sanitary sewer facilities and stormwater management facilities are available to service the subject lands, pursuant to a Council adopted Development Staging Strategy for lands in the Future Urban Area and to Town approval of a Development Phasing Plan for the Secondary Plan area; and,
- c) The Town in consultation with concerned agencies is satisfied that the lands proposed to be released for development can be served adequately by the existing and committed transportation network without adverse impact to the road system or to other committed development; and,

- d) A Development Charges By-law has been adopted as required by Section 13.4.

13.6.3 Minister's Zoning Order

It is intended that the Minister's (Airport) Zoning Order applying to certain lands in Lots 15 to 19 inclusive, Concession 9 shall be amended to delete those lands from the designated area of the Order, and that such amendment shall be approved concurrently with the approval of this Secondary Plan.

13.7 SITE PLAN CONTROL

All lands, including lands in public ownership, within the Secondary Plan area, shall be subject to the provisions of the Planning Act RSO 1990 and Section 7.12 of the Official Plan (Revised 1987) as amended, in regard to site plan control.

13.8 DESIGN GUIDELINES

- a) All development within the Secondary Plan area shall be subject to urban design and architectural guidelines arising from the findings and recommendations of:
 - the Urban Design and Amenity Guidelines,
 - the Comprehensive Streetscape Plan, and,
 - the Open Space Master Plan
- b) Provision for compliance with the guidelines shall be incorporated into all subdivision, site plan or similar development agreements.
- c) A program to ensure compliance with the guidelines shall be established and shall ensure integration with other required planning approvals. Confirmation of compliance with the guidelines shall be required prior to the issuance of building permits.
- d) Such guidelines may be reviewed and amended from time to time provided that any amendments shall conform with the principles and policies of this Secondary Plan and shall be prepared to the satisfaction of the Town.

13.9 STUDIES

This Secondary Plan identifies the following studies, plans, assessments, etc. that must be completed to the satisfaction of the Town and other authorized agencies, prior to the approval of development applications within parts of, or the entire, Secondary Plan area:

- Heliport Impact Study Section 6.8.2(b)
- Open Space Master Plan Section 6.9.3
- Environmental Impact Study(ies) Section 6.9.9(d)
- Development Phasing Plan Section 13.2.2
- Regulating Plans Section 13.3
- Rouge Park Plan Section 6.9.10
- Markham Transportation Planning Study Section 9.1(c)
- Internal Traffic Study Section 9.1(d)(i)
- Traffic Impact Assessment Section 9.1(d)(i)
- Route Feasibility Assessment Study Section 9.1(d)(i)
(Future Markham By-Pass)
- Environmental Assessment Study Section 9.1(d)(i)
(Planned Link)
- Environmental Assessment Study Section 9.1(d)(i)
(Highway 7 Realignment)
- Environmental Assessment Study Section 9.1(d)(i)
(Highway 407)
- Urban Design and Amenity Guidelines Section 11.6.2
- Comprehensive Streetscape Plan Section 11.6.1
- Cornell: Municipal Infrastructure Servicing Section 9.5.2(b)
Standards
- Master Servicing Study Section 10.5(a)
- Development Staging Strategy Section 13.2.1
- Environmental Management and Servicing Study Section 10.5(a)
- Master Servicing Plan Section 10.5(a)
- Stormwater Management and Environmental Section 10.4(b)
Strategy
- Archaeological Surveys/Assessments Section 12.0(g)
- Development Charges Study Section 13.4
- Tree Conservation Plans Section 6.9.11(a)
- Noise Assessment(s) Section 13.1(b)

Additional study requirements may be identified as development within the Secondary Plan area proceeds.

13.10 LAND DEDICATION AND ACQUISITION

The policies of Section 7.7 of the Official Plan (Revised 1987) as amended, shall apply.

13.11 PUBLIC SECTOR AGREEMENT TO COMPLY

It is the intent of this Plan to achieve the agreement of all public agencies involved in any aspect of development in the area, to comply with the policies of this Secondary Plan, the regulations in the Zoning By-law, and the Urban Design and Amenity Guidelines in order to achieve the goal, objectives, principles and policies of this Secondary Plan.

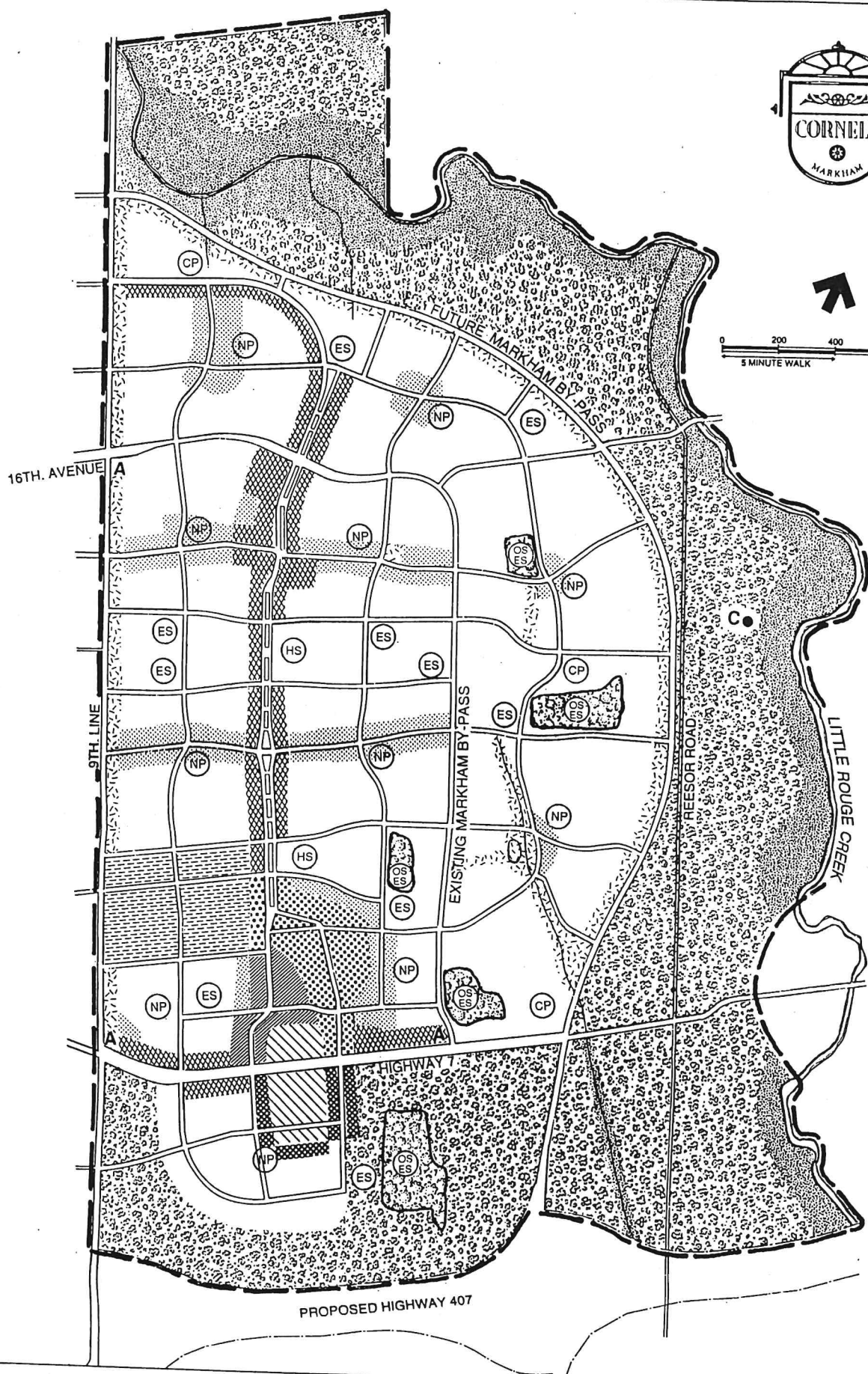
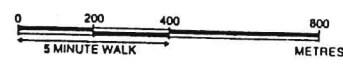
14.0 INTERPRETATION

14.1 GENERAL POLICIES

This Secondary Plan includes goals, objectives, principles and policies. It is intended as a guide to development within the Cornell Planning District. Some flexibility in interpretation is permitted, at the discretion of Council, provided the principles of the Secondary Plan (Section 4.4) and the intent of the policies are maintained.

14.2 BOUNDARIES

- a) The boundaries of the land use designations shall be interpreted in accordance with the provisions of Section 8.2 of the Town of Markham Official Plan (Revised 1987) as amended.
- b) The southern boundary of the Secondary Plan shall be the northern boundary of the right-of-way for Highway 407 as finally determined. The design of the southern part of the Cornell Community may be altered without amendment to this Secondary Plan to accommodate any change in the final, 407 right-of-way, boundary.

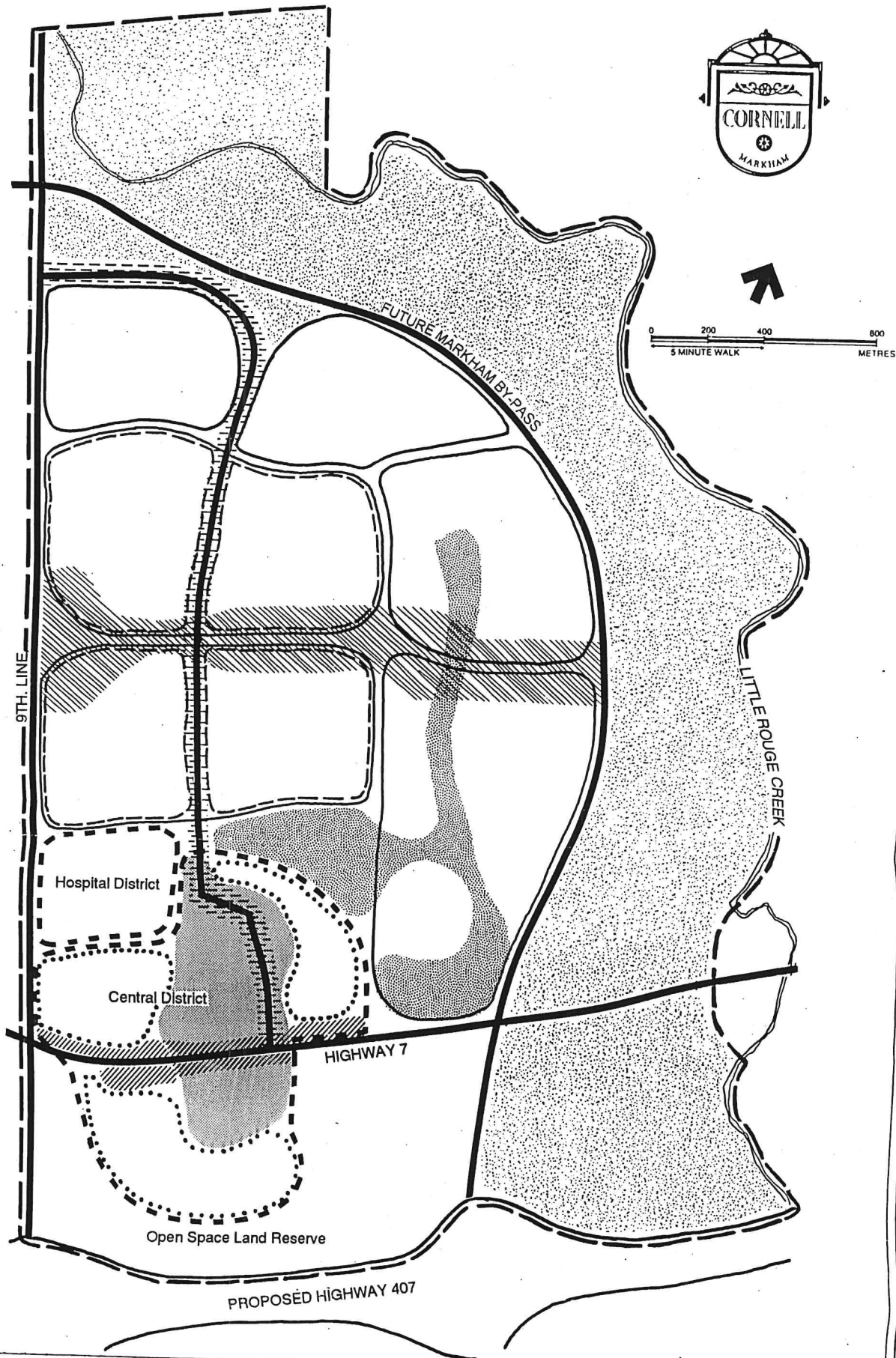


SECONDARY PLAN FOR THE CORNELL PLANNING DISTRICT (P.D. 29-1)

Town of Markham Official Plan (Revised 1987) As Amended Amendment No.

Schedule "AA" Land Use Plan

Neighbourhood General	Core Office	Commercial Corridor Area	Cemetery
Neighbourhood Centre	Automobile Service Station	HS-High School ES-Elementary School	Boundary of Area Covered by this Amendment (P.D. 29-1)
Mixed Use Corridor	Institutional	Open Space-Environmentally Significant Area	
Core Mixed Use	Open Space-Reserve	Hazard Lands	
Core Residential	Open Space	NP-Neighbourhood Park Requirement CP-Community Park	



Town of Markham Official Plan
(Revised 1987) As Amended
Amendment No.

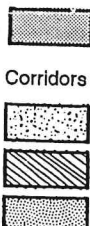
SECONDARY PLAN FOR THE CORNELL PLANNING DISTRICT(P.D.29-1)

Schedule "BB"
Community Structure

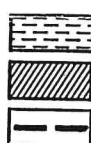
Areas



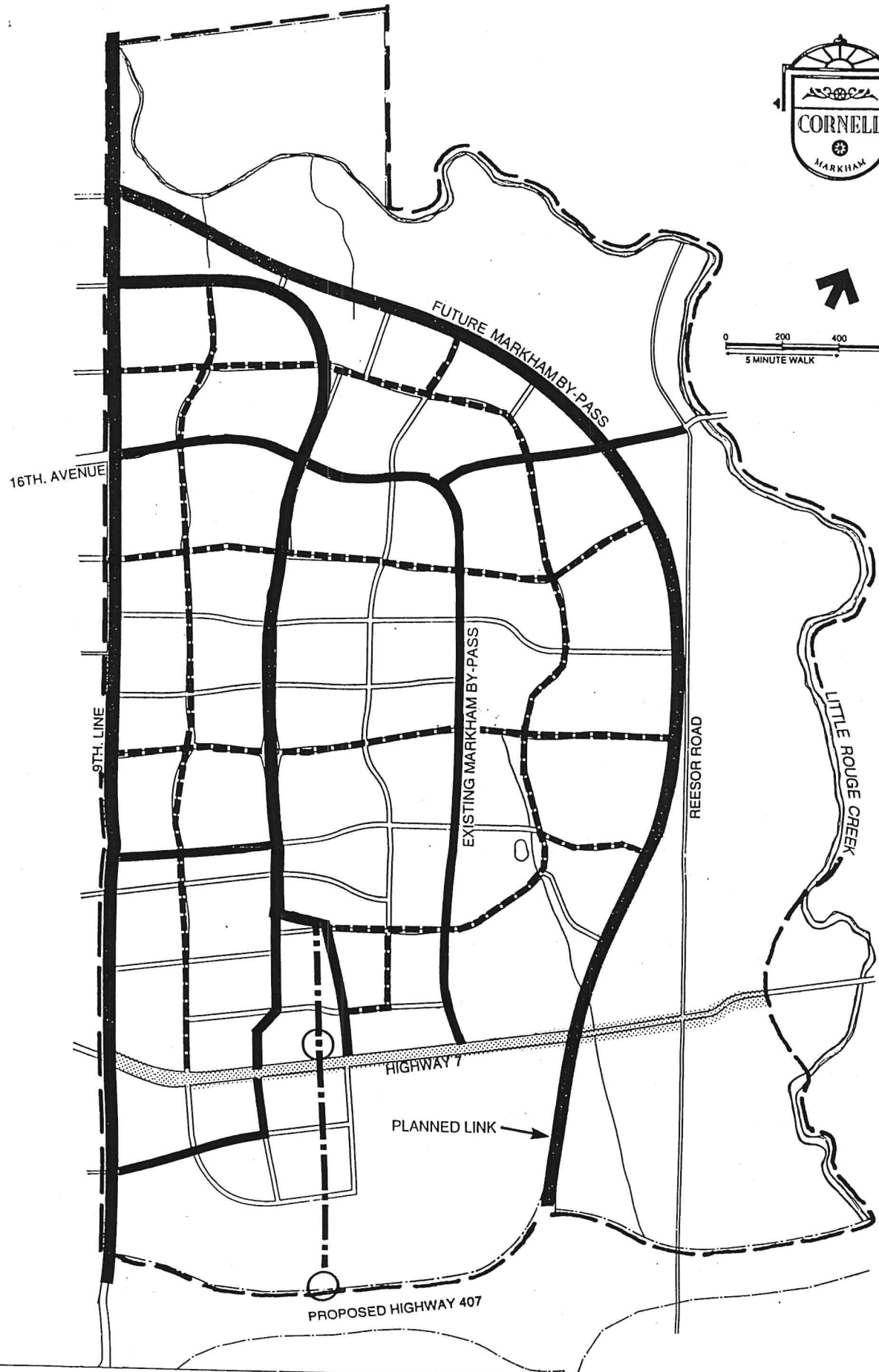
Neighbourhood
Neighbourhood Unit
Neighbourhood Area
District



Corridors
Central Core
Rouge Greenlands
Central Greenlands
South-East Greenlands



Central Corridor
Highway Corridor
Boundary of Area Covered
by this Amendment(P.D.29-1)



Town of Markham Official Plan
(Revised 1987) As Amended
Amendment No.

-  Provincial Highway
-  Major Arterial Road (Parkway* & Corridor)
-  Major Collector Road (Boulevard & Major Entry)
-  Minor Collector Road (Main Street)

-  Busway
-  Future Transit Station
-  Boundary of Area Covered by this Amendment(P.D. 29-1)

*Refer to Appendix 1

SECONDARY PLAN FOR THE CORNELL PLANNING DISTRICT(P.D.29-1)

Schedule "CC"
Transportation Plan

APPENDICES

Land Use / Planning Road width Study

APPENDIX 1

OFFICIAL PLAN AND POSSIBLE SECONDARY PLAN ROAD CLASSIFICATIONS

OFFICIAL PLAN		SECONDARY PLAN		
ROAD CLASSIFICATION	RIGHT-OF-WAY	POSSIBLE ROAD CLASSIFICATION	POSSIBLE RIGHT-OF-WAY	POSSIBLE ROAD FUNCTION, DESIGN AND ACCESS CONTROL FEATURES
MAJOR ARTERIAL ROAD	36.5 - 45.7 m	PARKWAY	TO BE ASSESSED	applies to a route around the Community; provides for 3.75 metre lanes in each direction which may be separated by a 7.5 metre wide median with provision for a left turn lane and no parking permitted
MAJOR ARTERIAL ROAD	36.5 - 45.7 m	CORRIDOR	40.0 - 42.0 m	applies to the main road or "spine" in the Central Corridor which runs through the centre of the Community and which will have exclusive bus lanes; provision for a centre median with dedicated transit lanes and on-street parking
MAJOR COLLECTOR ROAD	20.0 - 26.2 m	BOULEVARD	26.0 m	applies to a route through the Community, typically between neighbourhoods; may include provision for on-street parking; and two travel lanes in each direction (existing By-pass)
MAJOR COLLECTOR ROAD	20.0 - 26.2 m	MAJOR ENTRY	22.0 - 26.0 m	applies to major entry points into the Community; two lanes in each direction which can be separated by 4.0 metre wide median; provision for on-street parking

OFFICIAL PLAN		SECONDARY PLAN		
ROAD CLASSIFICATION	RIGHT-OF-WAY	POSSIBLE ROAD CLASSIFICATION	POSSIBLE RIGHT-OF-WAY	POSSIBLE ROAD FUNCTION, DESIGN AND ACCESS CONTROL FEATURES
MINOR COLLECTOR ROAD	20.0 - 26.2 m	MAIN STREET	22.0 m	to run through Neighbourhood Centres as well as other key streets; provides for two wide travel lanes plus on-street parking along both sides of the street; provides up to 12 metres of pavement
MINOR COLLECTOR ROAD	20.0 - 26.2 m	AVENUE	22.0 m	continuation of Main Street as it leaves the Neighbourhood Centres; provides for two travel lanes plus on-street parking along both sides of the street; provides two 6 metre widths of pavement separated by a landscaped boulevard
LOCAL ROAD	20.0 m	STREET	18.0 m	provides 11.0 metres of pavement (two lanes) including parking along both sides, low travel speeds permitted
LOCAL ROAD	20.0 m	MINOR STREET	15.5 m	forms fabric of Neighbourhood General designation; 8.5 metre pavement allows for two travelled lanes plus parking along one side of the street
LOCAL ROAD	POLICY NEEDED	ALLEY	9.0 m	used for access in the Central Core and Central Corridor provides for two lanes in 6 metres of pavement no parking permitted at any time; intended to provide access for automobile and truck traffic in intensive areas of development

OFFICIAL PLAN		SECONDARY PLAN		
ROAD CLASSIFICATION	RIGHT-OF-WAY	POSSIBLE ROAD CLASSIFICATION	POSSIBLE RIGHT-OF-WAY	POSSIBLE ROAD FUNCTION, DESIGN AND ACCESS CONTROL FEATURES
LOCAL ROAD	POLICY NEEDED	LANE	7.2 m	intended to serve the lower density areas such as in the Neighbourhood General designation; provides two narrow lanes with pavement width of 5.5 metres with no parking permitted at any time
N/A	N/A	BUSWAY	15.0 m	exclusive transit route

APPENDIX 2

HOUSING MIX TARGETS FOR NEW CONSTRUCTION

(Refer to Section 7 - Housing)

DENSITY CATEGORY	PROPORTION OF HOUSING MIX
Low Density	60%
Medium Density	22%
High Density	18%

APPENDIX 3

HERITAGE BUILDINGS

1.0 DESIGNATION

The Ontario Heritage Act enables the Town of Markham to designate properties of architectural and/or historical merit and thereby better protect them from demolition and unsympathetic alteration. Groups of buildings can also be designated as a Heritage Conservation District.

No individual buildings or districts in the Secondary Plan area are presently designated under the Ontario Heritage Act.

2.0 LISTING

The Town has compiled a list of buildings that, although not designated, are of architectural and/or historical merit and are ranked for significance from 1 (high) to 3.

The Secondary Plan area contains 22 ranked buildings. Of these, 9 are ranked as 1, 11 are ranked as 2, and 2 are ranked as 3.

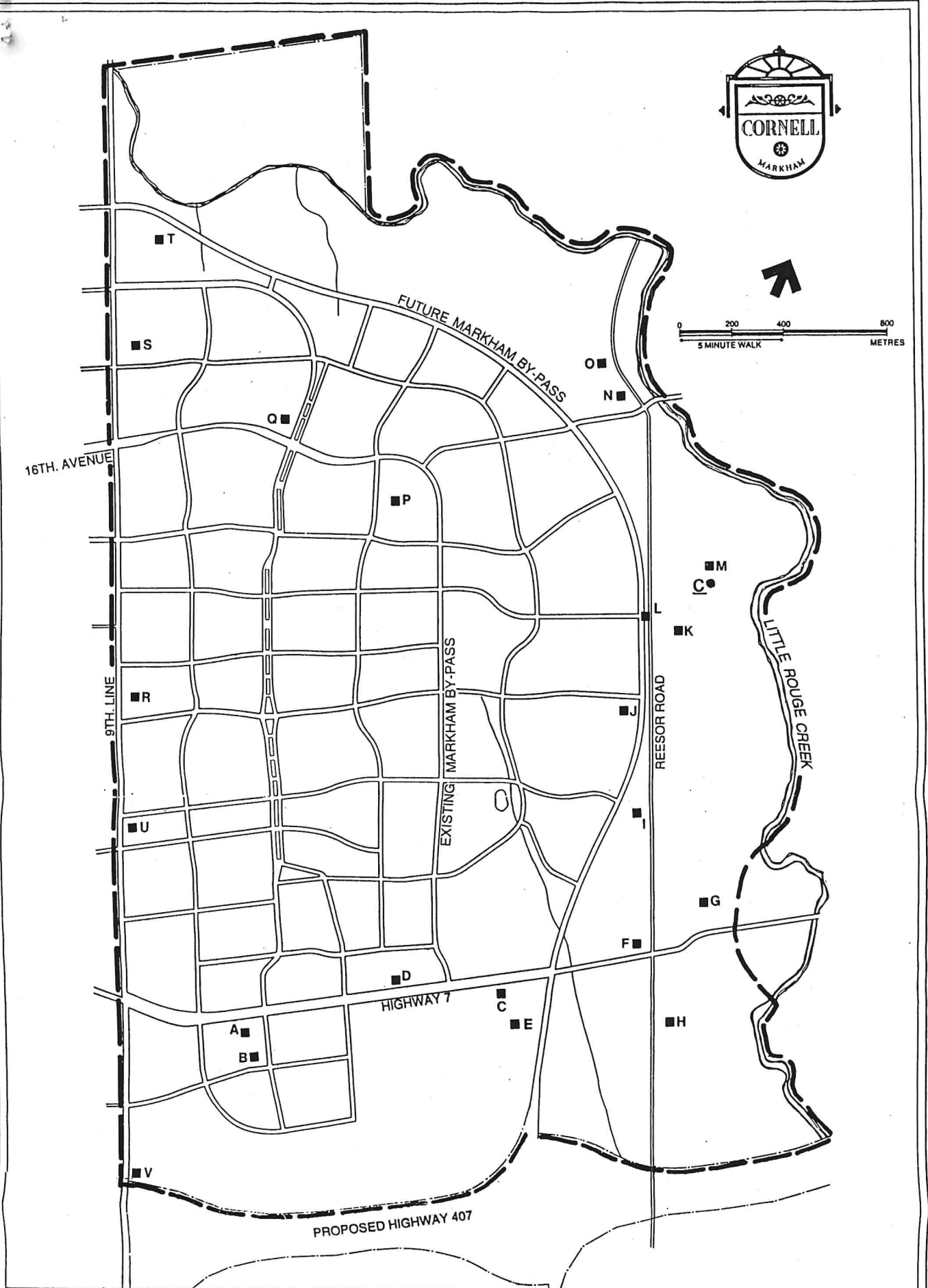
The following are the listed buildings. Their locations correspond to those shown on the attached map.

ADDRESS	LOCATION (SEE ATTACHED MAP)	RANKING	NOTES
6881 Highway 7	A	2	Lewis J. Burkholder House, south side of Highway 7
6937 Highway 7	B	1	John Reesor Farmhouse, south side of Highway 7
7265 Highway 7	C	1	Abram Reesor Farmhouse, south side of Highway 7

ADDRESS	LOCATION (SEE ATTACHED MAP)	RANKING	NOTES
7170 Highway 7	D	2	Francis Pike House, north side of Highway 7, west of existing By-Pass
7323 Highway 7	E	2	Reesor Property, house estimated 1922, south of Highway 7
7482 Highway 7	F	1	William Reynolds House, northwest corner of Highway 7 and Reesor Road
7632 Highway 7	G	2	Reesor tenant farmhouse
8359 Reesor Road	H	2	William Reesor Armstrong house
8724 Reesor Road	I	1	Nicholas Reesor farmhouse
8882 Reesor Road	J	1	William Forster house
8949 Reesor Road	K	2	originally Locust Hill Public School; converted to a residence in the 1960's
8992 Reesor Road	L	2	Joseph Marr house
9035 Reesor Road	M	1	Christian Reesor homestead: family home of Christian Reesor and Melissa Reesor (nee Cornell)
7484 16th Avenue	N	2	Pearse House

ADDRESS	LOCATION (SEE ATTACHED MAP)	RANKING	NOTES
9318 Reesor Road	O	1	George Miller house
7149 16th Avenue	P	3	original Clergy Reserve
7006 16th Avenue	Q	2	William Grant house
8961 9th Line	R	1	Benjamin Marr house
9451 9th Line	S	1	Peter Pike house
9615 9th Line	T	2	Peter Mustard house
8881 9th Line	U	3	Anthony Forster house
8285 9th Line	V	2	Amos A. Burkholder house

SH



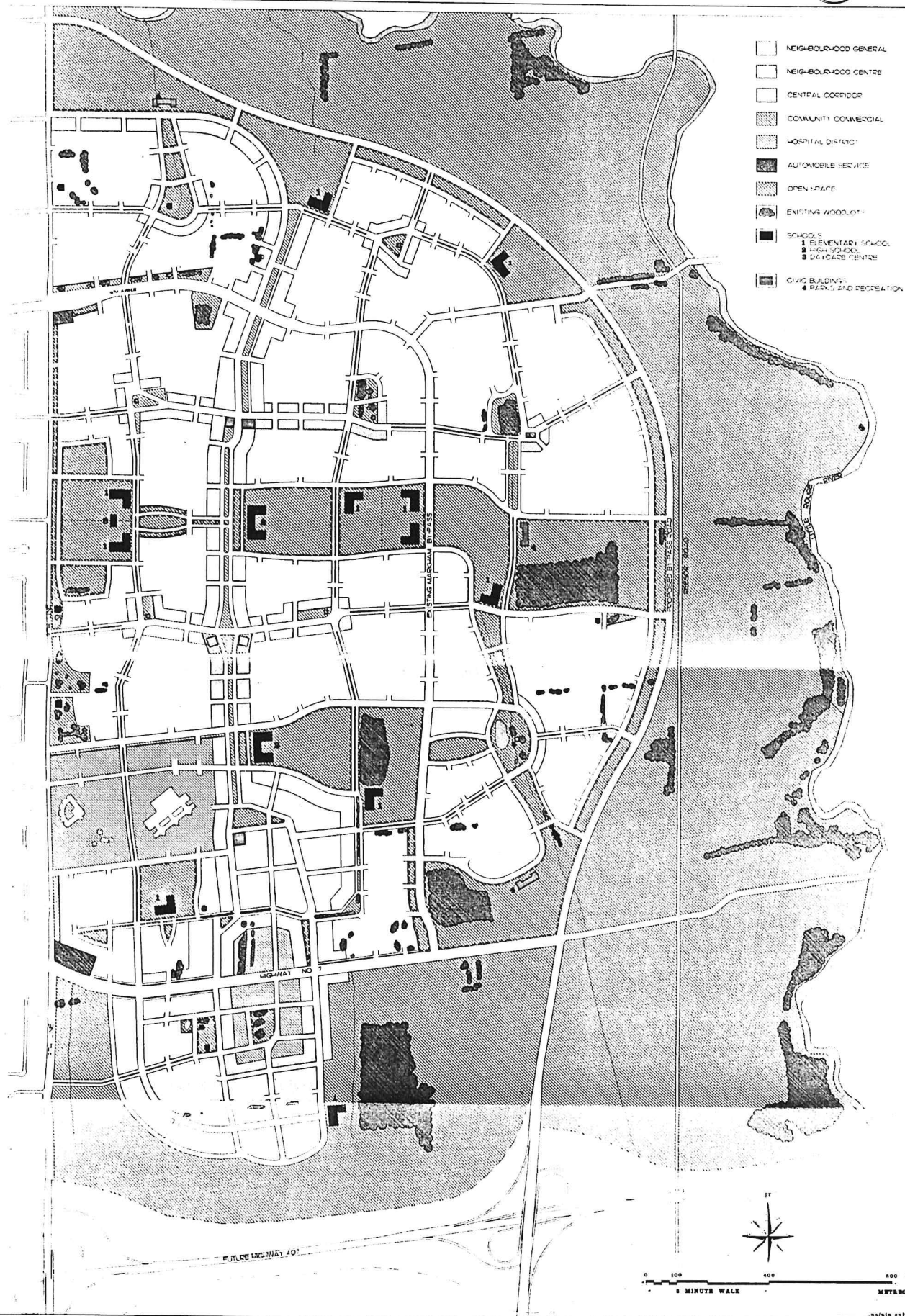
SECONDARY PLAN FOR THE CORNELL PLANNING DISTRICT(P.D.29-1)

Town of Markham Official Plan
(Revised 1987) As Amended
Amendment No.

Appendix 3
Heritage Feature Plan

- A Heritage Building (Locations Approximate)
- C • Cemetery
- Boundary of Area Covered
by this Amendment(P.D.29-1)

MASTER PLAN



ANDRES DUANY
ELIZABETH PLATER-ZYBERK
TOWN PLANNERS

CORNELL

APRIL 13, 1994

TOWN OF MARKHAM
PROVINCE OF ONTARIO